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William Kenny,
Shepherd's Court,
Upper Brook Street,
Grosvenor Square,
London.

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Lord Anson.
Sr. John Balchar.

THE LIVES OF THE BRITISH ADMIRALS.

DISPLAYING,

In the moſt STRIKING COLOURS,

THE

CONDUCT AND HEROISM

OF THE

NAVAL COMMANDERS OF GREAT BRITAIN AND IRELAND.

WHOSE INTREPIDITY

Has convinced the World, that BRITANNIA is the Sovereign of the OCEAN.

INTENDED

Not only to Inſtruct and Entertain, but alſo to animate the Youth of this Country with a becoming Ardour, to imitate the glorious Actions of theſe Heroes, if their Duty ſhould hereafter call them forth in the Defence of their Country.

PART I.

LONDON:

Printed for E. NEWBERY, at the Corner of St. Paul's Church Yard.

M DCC LXXXVII.

A CARD.

Mr. NEWBERY preſents his reſpectful Compliments to the Public in general, but more particularly to the riſing generation, and informs them, that, for their ſake alone, he has engaged a Gentleman of acknowledged abilities, to write the Lives of the Admirals. As nothing of this kind has hitherto appeared but what is voluminous, tedious, and expenſive, he flatters himſelf, that the youth of both ſexes will thank him for his attention to their amuſement and inſtruction. Nothing, he is convinced, can be more inſtructive and entertaining than Biography; and no branch of Biography can be more intereſting, than the atchievements of the Naval Commanders of Great Britain.

THE LIFE OF LORD ANSON.

GEORGE, LORD ANSON, was the ſecond and youngeſt ſon of William Anſon, Eſquire, of Shuckborough, by Elizabeth, ſiſter to the Counteſs of Macclesfield, and aunt to the preſent earl. In the early part of life, he took great delight in reading the accounts of our moſt diſtinguiſhed navigators and admirals, which his father obſerving, he gave him a ſuitable education, and bred him to the ſea. In 1722, he was appointed captain of the Weazle ſloop; and, the year following, captain of the Scarborough man of war.

On the breaking out of the Spaniſh war, he was recommended to his majeſty

for the command of a ſquadron deſtined to annoy the enemy in the South Seas; and, by an unfrequented navigation, to attack them with vigour in their remoteſt ſettlements.

On the 18th of September, 1740, Mr. Anſon ſailed from St. Helen's in the Centurion of ſixty guns, with the Glouceſter and Severn of fifty guns each, the Pearl of forty, the Wager ſtore-ſhip, and the Tryal ſloop. His departure having been retarded ſome months beyond the proper ſeaſon, he did not arrive in the latitude of Cape Horn till about the middle of the vernal equinox, and in ſuch tempeſtuous weather, that it was with much difficulty that the Centurion, with the Glouceſter, and the ſloop, could double that dangerous cape; and his ſtrength was conſiderably diminiſhed by the putting back of the Severn and Pearl, and the loſs of the Wager ſtore-ſhip. But, notwithſtanding this di appointment, and the havoc that the ſcurvy had made among the ſhips that were left, he arrived at the uninhabited iſland of Juan Fernandes. Here he repaired

paired his damages, and refreſhed his men, and afterwards, with the above inconſiderable armament, he kept for eight months the whole coaſt of Peru and Mexico in continual alarm, made ſeveral prizes, took and plundered the town of Paita, and, by his humane behaviour to his priſoners, impreſſed on their minds a laſting idea of Britiſh generoſity. At length, with the Centurion only (the other two ſhips having been deſtroyed) he traverſed the vaſt extent of the Pacific Ocean, in a three months voyage; during which time his numbers were ſo much farther reduced by ſickneſs, that it was with the utmoſt difficulty he reached the iſland of Tinian, one of the Ladrone Iſlands.

"This Iſland, ſays the author of Lord Anſon's voyage round the world, is about twelve miles in length, and in breadth about half as much. The ſoil is every where dry and healthy, and ſomewhat ſandy, which being le s diſpoſed than other ſoils to a rank and over luxuriant vegetation, occaſions the meadows and the bottoms of the woods to be much nearer

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and ſmoother than is uſual in hot climates. The land riſes by an eaſy ſlope, from the very beach where we watered to the middle of the iſland; though the general courſe of its aſcent is often interrupted and traverſed by gentle deſcents and vallies; and the inequalities that are formed by the different combinations of theſe gradual ſwellings of the ground, are moſt beautifully diverſified by large lawns, which are covered with a very fine trefoil, intermixed with a variety of flowers, and are ſkirted by woods of tall ſpreading trees; moſt of them celebrated either for their aſpect or their fruit. The turf of the lawns is perfectly clean and even, and the bottoms of the woods, in many places, clear of all buſhes and underwoods; and the woods themſelves uſually terminate on the lawns with a regular outline, not broken, nor confuſed with ſtraggling trees, but appearing as uniform as if laid out by art. Hence aroſe a great variety of the moſt elegant and entertaining proſpects, formed by the mixture of theſe woods and lawns, and their various interſections with

with each other, as they ſpread themſelves differently through the vallies, and over the ſlopes and declivities with which the place abounds. The animals too, which, for the greateſt part of the year, are the ſole lords of this happy ſoil, partake, in ſome meaſure, of the romantic caſt of the iſland, and are no ſmall addition to its wonderful ſcenery: for the cattle, of which it is not uncommon to ſee herds of ſome thouſands feeding together in a large meadow, are certainly the moſt remarkable in the world. They are all of a milk-white, except their ears, which are generally black; and, though there are no inhabitants here, yet the clamour and frequent parading of domeſtic poultry, which range the woods in great numbers, perpetually excite the ideas of the neighbourhood of farms and villages, and greatly contribute to the beauty and chearfulneſs of the place.

"The cattle on the iſland we computed were at leaſt ten thouſand, and we had no difficulty in getting near them, as they were not ſhy of us. Our firſt method of

of killing them was ſhooting them; but, at laſt, when, by accidents, we were obliged to huſband our ammunition, our men ran them down with eaſe. Their fleſh was extremely well taſted, and was believed by us to be much more eaſily digeſted than any we had ever met with. The fowls too were exceeding good, and were likewiſe run down with little trouble; for they could ſcarce fly further than an hundred yards at a flight, and even that fatigued them ſo much, that they could not readily riſe again; ſo that aided by the oppenneſs of the woods, we could at all times furniſh ourſelves with whatever number we wanted. Beſides the cattle and poultry, we found here vaſt quantities of wild hogs. Theſe were moſt excellent food; but, as they were a very fierce animal, we were obliged either to ſhoot them, or to hunt them with large dogs, which we found upon the place at our landing, and which belonged to a detachment that was then upon the iſland, amaſſing proviſions for the garriſon of Guam. Theſe dogs having been purpoſely trained

trained to the killing of the wild hogs, they followed us very readily, and hunted for us: but though they were a large bold breed, the hogs fought with ſo much fury, that they frequently deſtroyed them; ſo that, by degrees, we loſt the greateſt part of them.

"But this place was not only extremely agreeable to us from the plenty and excellency of its freſh proviſions, but was as much, perhaps, to be admired for its fruits and vegetable productions, which were moſt fortunately adapted to the cure of the ſea-ſcurvy, that had ſo terribly reduced us; for in the woods there were inconceivable quantities of cocoa-nuts, with the cabbages growing on the ſame tree. There were, beſides, guavoes, limes, ſweet and ſour oranges, and a kind of fruit peculiar to theſe iſlands, called by the Indians rima, but by us the bread fruit; for it was conſtantly eaten by us, during our ſtay upon the iſland, inſtead of bread; and ſo univerſally preferred to it, that no ſhip's bread was expended during that whole interval. It grew upon a tree which

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was ſomewhat lofty, and which, towards the top, divides into large and ſpreading branches. The leaves of this tree are of a remarkable deep green, are notched about the edges, and are generally from a foot to eighteen inches in length. The fruit itſelf grows indifferently on all parts of the branches: it is in ſhape rather elliptical than round, is covered with a rough rind, and is uſually ſeven or eight inches long; each of them grows ſingly and not in cluſters. This fruit is fitteſt to be uſed when it is full grown, but is ſtill green; in which ſtate its taſte has ſome diſtant reſemblance to that of an artichoke-bottom, and its texture is not very different, for it is ſoft and ſpongy. As it ripens it grows ſofter and of a yellow colour, and then contracts a luſcious taſte, and an agreeable ſmell, not unlike that of a ripe peach; but then it is eſteemed unwholeſome, and is ſaid to produce fluxes. Beſides the fruits already enumerated, there were many other vegetables extremely conducive to the cure of the malady we had long laboured under;

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ſuch as water-melons, dandelion, creeping purſlain, mint, ſcurvy-graſs, and ſorrel; all which, together with the freſh meats of the place, we devoured with great eagerneſs, prompted thereto by the ſtrong inclination which nature never fails of exciting in ſcorbutic diſorders for theſe powerful ſpecifics.

"It will eaſily be conceived, from what already hath been ſaid, that our cheer upon this iſland was in ſome degree luxurious, but I have not yet recited all the varieties of proviſion which we here indulged in. Indeed we thought it prudent totally to abſtain from fiſh, the few we caught at our firſt arrival having ſurfeited thoſe who eat of them; but conſidering how much we had been inured to that ſpecies of food, we did not regard this circumſtance as a diſadvantage, eſpecially as the defect was ſo amply ſupplied by the beef, pork, and fowls already mentioned, and by great quantity of wild fowl; for I muſt obſerve, that near the centre of the iſland there were two conſiderable pieces of freſh water, which abounded with duck,

teal, and curlew; not to mention the whiſtling-plover, which we found there in the greateſt plenty.

"It may, perhaps, be wondered at, that an iſland ſo excellently furniſhed with the conveniencies of life, and ſo well adapted, not only to the ſubſiſtence, but likewiſe to the enjoyment of mankind, ſhould be entirely deſtitute of inhabitants, eſpecially as it is in the neighbourhood of other iſlands, which, in ſome meaſure, depend upon this for ſupport. To obviate this difficulty it is neceſſary to obſerve, that it is not fifty years ſince the iſland was depopulated. The Indians we had in our cuſtody aſſured us, that formerly the three iſlands of Tinian, Rota, and Guam, were all full of inhabitants; and that Tinian alone contained thirty thouſand ſouls: but a ſickneſs raging amongſt theſe iſlands, which deſtroyed multitudes of the people, the Spaniards, to recruit their numbers at Guam, which were greatly diminiſhed by this mortality, ordered all the inhabitants of Tinian thither; where, languiſhing for their former habitations, and their cuſtomary

tomary method of life, the greateſt part of them, in a few years, died of grief. Indeed, independent of that attachment which all mankind have ever ſhewn to the places of their birth and bringing up, it ſhould ſeem, from what has been already ſaid, that there were few countries more worthy to be regretted than this of Tinian. Theſe poor Indians might reaſonably have expected, at the great diſtance from Spain where they were placed, to have eſcaped the violence and cruelty of that haughty nation, ſo fatal to a large proportion of the human race: but it ſeems their remote ſituation could not protect them from ſharing in the common deſtruction of the weſtern world, all the advantage they received from their diſtance being only to periſh an age or two later.

"Having mentioned the conveniencies of this place, the excellency and quantity of its fruits and proviſions, the neatneſs of its lawns, the ſtatelineſs, freſhneſs, and fragrance of its woods, the happy inequality of its ſurface, and the variety and elegance of the views it afforded, we muſt

alſo obſerve, that all theſe advantages were greatly enhanced by the healthineſs of its climate, by the almoſt conſtant breezes which prevail there, and by the frequent ſhowers which fall, and which, though of a very ſhort and almoſt momentary duration, are extremely grateful and refreſhing, and are, perhaps, one cauſe of the ſalubrity of the air, and of the extraordinary influence it was obſerved to have upon us, in increaſing and invigorating our appetites and digeſtion. This was ſo remarkable, that thoſe among our officers, who were at all other times ſpare and temperate eaters, who, beſides a ſlight breakfaſt, made but one moderate repaſt a day, were here, in appearance, tranſformed into gluttons; for, inſtead of one reaſonable fleſh-meal, they were now ſcarce ſatisfied with three, and each of them ſo prodigious in quantity, as would at another time have produced a fever or a ſurfeit: and yet our digeſtion ſo well correſponded with the keenneſs of our appetites, that we were neither diſordered nor even loaded by this repletion; for, after having,

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according to the cuſtom of the iſland, made a large beef breakfaſt, it was not long before we began to conſider the approach of dinner as a very deſirable, tho' ſomewhat tardy, incident.

"With reſpect to the water of this iſland, I muſt own, that, before I had ſeen this ſpot, I did not conceive that the abſence of running water, of which it is entirely deſtitute, could have been ſo well replaced by any other means, as it is in this iſland; for, tho' there are no ſtreams, yet the water of the wells and ſprings which are to be met with every where near the ſurface, is extremely good; and, in the midſt of the iſland, there are two or three conſiderable pieces of excellent water, the edges of which are as neat and even, as if they had been baſons purpoſely made for the decoration of the place. It muſt, however, be confeſſed, that, with regard to the beauty of the proſpects, the want of rills and ſtreams is a very great defect, not to be compenſated either by large pieces of ſtanding water, or by the neighbourhood of the ſea; tho'

that, on account of the ſmallneſs of the iſland, generally makes a part of a very extenſive view.

"As to the reſidence upon the iſland, the principal inconvenience attending it is the vaſt number of muſcatos, and various other ſpecies of flies, together with an inſect called a trick, which, though principally attached to the cattle, would yet frequently faſten upon our limbs and bodies, and, if not perceived and removed in time, would bury its head under the ſkin, and raiſe a painful inflammation. We found here two centipedes and ſcorpions, which we ſuppoſed were venomous, but none of us ever received any injury from them."

From the Iſland of Tinian, Mr. Anſon proſecuted his voyage to the river of Canton, in China, where he ordered the ſhip to be ſheathed, and found means to procure a reinforcement of ſailors. The chief object of his attention was the rich annual ſhip that ſails between Acapulco in Mexico, and Manilla, one of the Philippine iſlands. In hope of intercepting her,

her, he ſet ſail from Canton, and ſteered his courſe back to the Streights of Manilla, where ſhe actually fell into his hands, after a ſhort, but vigorous engagement. The prize was called Nueſtra Signora de Cabadonga, mounted with forty guns, manned with ſix hundred ſailors, and loaded with treaſure and effects to the value of three hundred and thirteen thouſand pounds ſterling: with this windfall he returned to Canton; from whence he proceeded to the Cape of Good Hope, and proſecuted his voyage to England, where he arrived in ſafety.

Though this fortunate commander enriched himſelf by an occurrence that may be termed almoſt accidental, the Britiſh nation was not indemnified for the expence of the expedition, and the original deſign was entirely defeated. Had the Manilla ſhip eſcaped the vigilance of the Engliſh commodore, he might have been, at his return to England, laid aſide as a ſuperannuated captain, and died in obſcurity: but, his great wealth inveſted him with conſiderable influence, and added

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ed luſtre to his talents. He ſoon became the oracle which was conſulted on all naval deliberations.

In a ſhort time after his return, he was appointed rear-admiral of the Blue, and one of the lords of the admiralty. In April 1745, he was made rear-admiral of the White; and, in July, 1746, vice-admiral of the Blue. He was alſo choſen member of parliament for Heydon in Yorkſhire. That Winter he commanded the Channel ſquadron, and had not duke d'Anville's fleet, returning with diſgrace from North America, been accidentally apprized of his ſtation, his long and tempeſtuous cruize would then have been attended with his uſual ſucceſs. However, in the enſuing ſummer, he was once more crowned with wealth and conqueſt. Being then on board the Prince George, of ninety guns, in company with admiral Warren, and twelve other ſhips, he intercepted, off Cape Finiſterre, on May 3, 1747, a powerful fleet, bound from France to the Eaſt and Weſt Indies; and, by his valour and conduct, again enriched himſelf

ſelf and his officers, and ſtrengthened the Britiſh navy, by taking ſix men of war, and four Eaſt Indiamen, not one of that fleet eſcaping. The ſpeech of the French admiral, M. Jonquiere, on preſenting his ſword to the conqueror, deſerves to be recorded: "Monſieur, vous avez vaincu l'Invincible, et la Gloire vous ſuit," "Sir, you have conquered the Invincible, and Glory follows you," pointing to the two ſhips ſo named. For theſe repeated ſervices, the late king rewarded him with a peerage, on the thirteenth of June, by the title of lord Anſon, baron of Soberton in Hants. On the fifteenth of July, in the ſame year, he was appointed vice-admiral of the Red; and, on the death of Sir John Norris, was made vice-admiral of England.

In April, 1748, his lordſhip married the honourable miſs Yorke (eldeſt daughter of the late earl of Hardwicke, then lord high chancellor) who died in 1760, without iſſue. In the ſame year he was appointed admiral of the Blue, when he commanded the ſquadron that convoyed the

the late king to and from Holland, and ever after conſtantly attended his majeſty on his going abroad, and on his return to England In June, 1751, he was appointed firſt lord of the admiralty, in which poſt he continued (with a very ſhort intermiſſion) till his death. In 1752 he was appointed one of the lords juſtices, as he alſo was in 1754. That year, on the rupture with France, ſo active and ſpirited were his meaſures, that a fleet, ſuperior to the enemy, was equipped and manned with amazing expedition. In 1758, being then admiral of the White, having hoiſted his flag on board the Royal George, of one hundred guns, he ſailed from Spithead on the firſt of June, with a formidable fleet, Sir Edward Hawke commanding under him; and by cruizing continually before Breſt, he covered the deſcents that were made that ſummer at St. Maloes, Cherburg, &c. After this, he was appointed admiral and commander in chief of his majeſty's fleets.

The laſt ſervice his lordſhip performed at ſea was the convoying to England our pre-

preſent queen; for which purpoſe he ſailed from Harwich in the Charlotte yacht, on the ſeventh of Auguſt, 1761; and that day month, after a long and tempeſtuous voyage, landed the princeſs at the ſame place. At length, having been ſome time in a languiſhing ſtate of health, he was adviſed to the bath waters, from which he was thought to have received benefit; but, ſoon after his return, being ſeized ſuddenly, juſt after walking in his garden, he died at his ſeat at Moor-park, in Hertfordſhire, on the ſixth of June, 1762. By his lordſhip's will great part of his fortune devolved to his ſiſter's ſon, George Adams, Eſq. member for Saltaſh, in Cornwall.

He was of a calm, cool, and ſteady diſpoſition, but is ſaid to have been frequently a dupe at play. His voyage round the world has been tranſlated into moſt of the European languages. Though it is printed under the name of his chaplain, it was compoſed under his lordſhip's own inſpection, and from the materials he himſelf furniſhed, by the ingenious Mr. B. Robins.

THE

THE LIFE OF

SIR GEORGE AYSCOUGH.

IT is ſcarce poſſible to give a higher character of the courage of Sir George Ayſcough, than to ſay, that he was a match for Van Tromp, or De Ruyter; both whom he engaged in the firſt Dutch war, without being conquered.

In the reign of King Charles I. this brave admiral was raiſed to the rank of captain of a man of war; and, in 1648, when the fleet revolted to prince Rupert, he declared for the parliament, and brought the Lion, which he then commanded, into the river Thames. In 1649, he was appointed admiral of the Iriſh ſeas; and in that ſervice he furniſhed Dublin with proviſions, and was greatly inſtrumental in reducing the whole iſland to the obedience of the republic. In 1651, he was ſent againſt Barbadoes, and forced that, and ſeveral of the Weſt Indian iſlands,

iſlands, to ſubmit to the commonwealth. The next year he attacked a Dutch fleet of forty ſail, under the convoy of four men of war, ſome of which he burnt, took others, and drove the reſt on ſhore. He proteſted againſt Blake's retreat in that deſperate action of the 29th of November, 1652, thinking it much more honourable to die by the ſhot of the enemy. It is ſuppoſed that this, and his greateſt influence over the ſeamen, occaſioned his being diſmiſſed from the command. The parliament, however, voted him a reward of three hundred pounds a year in Ireland, and three hundred pounds in money.

Sir George was afterwards a ſhort time admiral in Sweden, under Charles Guſtavus, but returned to England ſoon after the reſtoration. In 1664, when the Dutch war broke out, he went to ſea as a rear-admiral of the blue ſquadron, and behaved very gallantly at the battle of the third of June, 1665. In 1666, when Prince Rupert and the duke of Albemarle commanded, Sir George, as admiral of the ſquadron, bore the white flag in the Royal

Prince, the largeſt ſhip in the fleet, when he engaged the Dutch with his uſual intrepidity, in that memorable battle which laſted four days; but, towards the evening of the third, his ſhip unfortunately ran upon the Galloper ſand, and he was compelled to ſtrike by his own ſeamen: upon which the Dutch took them on board, and ſet the Royal Prince on fire. For ſome months he was detained a priſoner in Holland, and, during that time, was carried from town to town, and expoſed to the people by way of triumph.

A fourth battle was afterwards begun, with equal rage and reſolution on both ſides, and continued till it was interrupted by a thick fog; when the Engliſh retired with the loſs of ſeveral large ſhips, that were either ſunk or taken by the enemy. Both ſides claimed the victory; but the Dutch had certainly obtained the advantage, though there was no glory loſt by either nation. When Sir George Ayſcough returned to England, he ſpent his days in retirement.

THE

THE LIFE OF SIR JOHN BALCHEN.

SIR John Balchen was born on the 2d of February, 1669, and during his youth properly inſtructed in the ſeveral arts neceſſary to form a complete ſeaman. At his firſt entrance on board the royal navy, he ſerved ſeveral years in very inferior ſtations, whereby he became a thorough maſter of every branch of his profeſſion. On the 25th of July, 1697, he was appointed captain of the Virgin prize, and thence to the time of his death conſidered as one of the moſt active commanders in the royal navy. He never ſacrificed the honour of his country to the deſigns of a party, or his own private intereſt. The welfare of his country, and the honour of the Britiſh flag, were the great motives that influenced his conduct, and to promote theſe the greateſt pleaſure of his life. The merchants were highly

ſenſible of the advantages the commerce of the nation derived from his care and vigilance; and the privateers of the enemy felt ſo often the effects of his courage and intrepidity, that they dreaded even the name of the ſhip which Balchen commanded.

In the year 1718 he commanded the Shrewſbury, in the fleet under Sir George Byng, when the Spaniſh fleet were almoſt totally deſtroyed. In this action captain Balchen behaved with the greateſt courage and intrepidity. In the year 1728, he was appointed rear-admiral of the Blue, and in the year 1731 commanded under Sir Charles Wager, when Don Carlos was placed on the Neapolitan throne. In the year 1734 he was made rear-admiral of the White, and commanded a large ſquadron at Plymouth, which was intended to join the grand fleet under Sir John Norris; and in 1739, was appointed vice-admiral of the Red.

On the 23d of October, 1739, war was declared againſt Spain; and in the ſpring of the ſucceeding year, the miniſtry

ſtry received intelligence, that the Aſſogue ſhips were ſoon expected in Old Spain, under the convoy of admiral Pizarro; this determined them to ſend a ſquadron to intercept them. Accordingly Balchen was named, and diſpatched with four ſhips of the line, to cruize for them off Cape Finiſterre. He punctually obeyed his orders, and reached his ſtation on the 20th of April, where he was joined by two more men of war. But his vigilance was rendered abortive by an advice-boat ſent from Old Spain, which had the good fortune to meet Pizarro, and acquainted him of the danger. On receiving this intelligence, the Spaniſh admiral altered his courſe, and inſtead of ſtanding for Cape Finiſterre, ſteered to the northward till he made the Lizard Point, and from thence directed his courſe to St. Andro, a Spaniſh port in the Bay of Biſcay, where he ſafely arrived with an immenſe treaſure. On the 9th of Auguſt, 1743, Mr. Balchen was appointed admiral of the White, and ſoon after knighted by his majeſty, and made governor of Greenwich hoſpi-

tal, as ſome acknowledgment for the many ſervices he had done his country: a ſtation very proper to a perſon of his advanced age, and where he expected to ſpend the remainder of his days in peace, free from the dangers of a ſea-faring life. But theſe pleaſing expectations ſoon vaniſhed; his country once more demanded his ſervice, and he with alacrity obeyed the ſummons.

Sir Charles Hardy had been ſent with a large convoy of ſtore ſhips to admiral Rowley in the Mediterranean, who was in the utmoſt diſtreſs, his ſhips being almoſt deſtitute of proviſions, and their rigging in a very indifferent condition. Nor were the French either ignorant of this diſtreſs, or ſo careleſs as not to profit by it. They ſent out a fleet under the command of M. Rochambault, to prevent Sir Charles Hardy from joining admiral Rowley, well knowing that the latter could attempt nothing without theſe ſtores. Sir Charles however arrived ſafe at Liſbon, where the French diſcovered him, and blocked up his fleet in the Tagus. There

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was an abſolute neceſſity for relieving Sir Charles, and conſequently of ſending an officer, whoſe courage and conduct could be depended on. In this extremity the miniſtry caſt their eyes on admiral Balchen, who accordingly took the command of a large fleet; and hoiſted his flag on board the Victory, one of the largeſt and fineſt ſhips in the royal navy, and, on the 7th of Auguſt, ſailed from Spithead to relieve Sir Charles Hardy. He arrived at Liſbon on the 9th of September, and being joined by Sir Charles, proceeded to Gibraltar; the French ſquadron at his approach retiring into Cadiz, and leaving the ſea open to the Britiſh flag.

This important ſervice being performed, Sir John was deſirous of once more ſhewing the French what they had to expect from a powerful Engliſh fleet, and accordingly cruiſed for ſome time on the coaſt of Portugal, hoping to meet at leaſt with ſome of the Breſt fleet; but in this he was diſappointed. The French commander taking care to prevent his deſign, by keeping his whole fleet in the harbour

of

of Cadiz. The admiral finding it in vain to wait any longer for the enemy, left the coaſt on the 28th of September, ſteering for England; but on the 3d of October he was overtaken by a violent ſtorm, which diſperſed the whole fleet: though all, except the Victory, arrived ſafe at St. Helen's in a ſhattered condition, on the 10th of October: but that unfortunate ſhip had a very different fate: ſhe was ſeparated from the fleet on the 4th of October, and driven on the rocky coaſt of Alderney, where ſhe ſtruck on the Caſkets. The inhabitants of Alderney heard the guns which the Admiral fired as ſignals of diſtreſs; but the tempeſt raged with ſuch uncommon violence, that no aſſiſtance could be given. The ſignal guns were continued during the whole night, but early in the morning ſhe ſunk, and every perſon on board periſhed. She was manned with eleven hundred of the moſt expert ſeamen in the royal navy, excluſive of fifty gentlemen of family and fortune, who went as volunteers. Thus one of the moſt experienced admirals, together with

with eleven hundred and fifty men, were loſt in a moment, and paſſed together through the gloomy valley that ſeparates time from eternity.

How uncertain are the expectations of mortals! on what tottering foundations do they build their hopes! The gallant Balchen had performed the important ſervice which called him from his retreat, and had entered the Britiſh channel on his return. He was retreating for ever from the rage of the ocean, and from the dangers, difficulties and hardſhips, attending a ſea-faring life. But when every danger was in appearance paſt, and every difficulty ſurmounted; when he was almoſt in ſight of the harbour of repoſe, and the end of all his toils; a raging tempeſt blaſted his pleaſing hopes, and put a period at once to his life and worldly expectations. The whole nation expreſſed a deep and generous concern for this terrible misfortune; and his late majeſty was graciouſly pleaſed to ſettle a penſion of 500l. *per annum* on the admiral's lady during her life; and to perpetuate the memory

memory of ſo great a commander, a ſmall, but elegant monument was erected in Weſtminſter-abbey, exhibiting the buſt of the admiral, and in baſſo relievo the unfortunate ſhipwreck of the Victory.

Sir John married Suſannah, daughter of colonel Apreece of Waſhingly, in the county of Huntingdon. Died October 7, 1744, leaving one ſon and one daughter; the former of whom, George Balchen, ſurvived him but a ſhort time; for being ſent to the Weſt Indies in 1745, commander of his Majeſty's ſhip the Pembroke, he died at Barbadoes in December the ſame year, aged 28, having walked in the ſteps, and imitated the virtues and bravery of his good, but unfortunate, father.

THE LIFE OF

LORD AUBREY BEAUCLERC.

THOUGH it is ſomewhat deviating from our plan, to give the life of any perſon under the rank of an admiral, we cannot omit to mention lord Aubrey Beauclerc, a brave but unfortunate commander, who was the youngeſt ſon of Charles, duke of St. Albans, by Diana, daughter of Aubrey de Vere, earl of Oxford. He went early to ſea, and had the command of a ſhip given him in 1731. In 1740 he was ſent upon the famous expedition to Carthagena, under the command of admiral Vernon, in the Prince Frederick man of war, which, with three others, were ordered to cannonade the caſtle of Boccachica. One of theſe being obliged to quit her ſtation, the Prince Frederick was expoſed not only to the fire from the caſtle, but to that of Fort St. Joſeph, and to two ſhips that guarded the mouth

mouth of the harbour, which he bravely ſuſtained for many hours that day, and part of the next. As he was giving his commands upon deck both his legs were ſhot off; but ſuch was his magnanimity, that he would not ſuffer his wounds to be dreſſed till he had communicated his orders to his firſt lieutenant, which were, to fight till the laſt extremity. Soon after he gave ſome directions about his private affairs, and then reſigned his ſoul with the dignity of a hero and a chriſtian. Thus was lord Aubrey Beauclerc taken off, in the thirty-firſt year of his age. He was equalled by few in politeneſs, modeſty, candour, and benevolence. He married the widow of colonel Francis Alexander, a daughter of Sir Henry Newton, Knt. envoy extraordinary to the court of Florence and Genoa. Soon after his death a monument was erected to his memory in Weſtminſter-abbey, adorned with arms, trophies, and naval enſigns, and in an oval niche, on a beautiful pyramid of dove coloured marble, is a fine buſt of this young hero; on this pyramid is an hiſtorical

hiſtorical inſcription to the above purpoſe, and over it the following lines.

" Whilſt Britain boaſts her empire o'er the
" deep,
" This marble ſhall compel the brave to weep;
" As men, as Britons, and as ſoldiers, mourn:
" 'Tis dauntleſs, loyal, virtuous Beauclerc's urn.
" Sweet were his manners, and his ſoul was great,
" And ripe his worth, tho' immature his fate;
" Each tender grace that joy and love inſpires;
" Living he mingled with his martial fires;
" Dying he bid Britannia's thunder roar,
" And Spain ſtill felt him, when he breath'd
" no more."

THE LIFE OF ADMIRAL BENBOW.

JOHN BENBOW, one of the moſt eminent Engliſh ſeamen mentioned in our hiſtories, was the ſon of colonel John Benbow, and was born about the year 1650, of a very ancient and honourable family in Shropſhire. His father left him no other proviſion than the profeſſion of a ſailor, but he had ſuch ſucceſs, that before he was thirty, he became maſter, and in a great meaſure owner of a ſhip, called the Benbow frigate, employed in the Mediterranean trade, during which time the following remarkable incident brought him to ſerve in the Britiſh navy, with equal reputation to himſelf and glory to his country. In 1686 he was attacked in his paſſage to Cadiz by a Sallee rover, againſt whom he defended himſelf with a very unequal number of men, with the utmoſt bravery, till at laſt the Moors boarded

Admiral Barbow.
Admiral Blake.

boarded him, but were quickly beat out of the ſhip again, with the loſs of thirteen men, whoſe heads he ordered to be cut off, and thrown into a tub of pork pickle. When he arrived at Cadiz, he went aſhore, and ordered a negro ſervant to follow him, with the Moors heads in a ſack. As ſoon as he had landed, the officers of the revenue enquired of his ſervant, what he had there? The captain anſwered, ſalt proviſions for his own uſe. "That may be, replied the officers, but "we muſt inſiſt upon ſeeing them." Captain Benbow alledged, that he was no ſtranger there, that he was not accuſtomed to run goods, and pretended to take it ill that he was ſuſpected. The officers told him, that the magiſtrates were ſitting not far off, and that if they were ſatisfied with his word, his ſervant might carry the proviſions where he pleaſed, but that otherwiſe it was not in their power to grant any ſuch diſpenſation. The captain conſented to the propoſal, and they immediately went to the cuſtom houſe, Mr. Benbow in the front, his man in the centre,

and the officers in the rear. When captain Benbow came before the magiſtrates, they treated him with great civility, told him they were ſorry to make a point of ſuch a trifle, but that ſince he had refuſed to ſhew the contents of his ſack to their officers, the nature of their employments obliged them to demand a ſight of them, and as they doubted not their being ſalt proviſions, the ſhewing them could be of no great conſequence one way or the other. "I told you, ſaid the captain "ſternly, they were ſalt proviſions for my "own uſe. Cæſar, throw them down "upon the table; and, gentlemen, if "you like them, they are at your ſer-"vice." The Spaniards were exceedingly ſtruck at the ſight of the Moors heads, and equally aſtoniſhed at the account of the captain's adventure, who with ſo ſmall a force, had been able to defeat ſuch a number of barbarians; and ſending an account of the whole affair to the court of Madrid, Charles II. then king of Spain, was ſo much pleaſed with it, that he requeſted to ſee the Engliſh captain, who made

made a journey to court, where he was received with great teſtimonies of reſpect, and not only diſmiſſed with a handſome preſent, but his Catholic majeſty was alſo pleaſed to write a letter in his behalf to king James, who, upon the captain's return, gave him a ſhip, which was his introduction to the royal navy.

After the revolution, captain Benbow was at firſt employed in protecting our trade in the channel, and bombarding the French ports, in which he ſhewed the moſt intrepid bravery, by going in perſon in his boat to encourage and protect the engineers; and his vigour and activity ſo effectually recommended him to king William, that he was ſo early promoted to a flag. After the peace, he was ſent with a ſquadron into the Weſt Indies, when he obliged the governor of Carthagena to reſtore two Engliſh ſhips that had been ſeized by the Spaniards; and afterwards, ſailing to Porto Bello, forced the governor, by his threats, to ſend him ſeveral veſſels which had been taken under the

pretence, that the ſettlement of the Scots at Darien was a breach of the peace.

Soon after his return to England, Mr. Benbow was appointed vice-admiral of the Blue He was alſo about the ſame time employed in cruizing off Dunkirk, it being then apprehended, that the French had formed a deſign of invading England. There was, indeed, no war yet declared between the two crowns; but this was held to be no ſecurity againſt France; and it was no ſooner known that a ſtrong ſquadron was fitting out at Dunkirk, than it was firmly believed to be intended to cover a deſcent. Admiral Benbow, however, made ſuch obſervations, as convinced him that France had not at this time any ſuch ſchemes in agitation; and having ſatisfied the miniſtry of this, it was reſolved to proſecute without delay ſome projects which had been formerly concerted, in order to diſappoint the French in their views upon the Spaniſh ſucceſſion; and to facilitate this, it was thought neceſſary to ſend immediately a ſtrong ſquadron to the Weſt Indies. This

ſquadron

ſquadron was to conſiſt of two third rates, and eight fourths; and it was thought requiſite, that it ſhould be under the command of an officer, whoſe conduct and courage might be relied on.

Mr Benbow was therefore propoſed by the miniſtry, as ſoon as the expedition was determined; but king William ſaid, that Benbow was in a manner juſt returned from the Weſt Indies, where he had met with nothing but difficulties; and that, therefore, it was but reaſonable that ſome other officer ſhould now take his turn. One or two were named and conſulted; but either their health or their affairs were in ſuch diſorder, that they moſt earneſtly deſired to be excuſed. Upon which the king ſaid facetiouſly to ſome of his miniſters, alluding to the dreſs and appearance of theſe gentlemen; "Well "then, I find we muſt ſpare our beaus, "and ſend honeſt Benbow." His majeſty accordingly ſent for him upon this occaſion, and aſked him, whether he was willing to go to the Weſt Indies, aſſuring him, that if he was not, he would not

take

take it amiſs if he deſired to be excuſed. Mr. Benbow anſwered bluntly, that he did not underſtand ſuch compliments; that he thought he had no right to chuſe his ſtation, and that, if his majeſty thought fit to ſend him to the Eaſt or Weſt Indies, or any where elſe, he would chearfully execute his orders, as became him. Thus was the matter ſettled, in very few words, and the command of the Weſt India ſquadron conferred on vice admiral Benbow.

To conceal the deſtination of this ſquadron, but eſpecially to prevent the French from having any juſt notions of its force, Sir George Rooke, then admiral of the fleet, had orders to convoy it as far as Scilly, and to ſend a ſtrong ſquadron with it thence, to ſee it well into the ſea; all which he performed, ſo that admiral Benbow departed in the month of September, 1701. The world in general believed, that he was gone with Sir John Munden, who commanded the ſquadron that accompanied him into the Mediterranean; and to render this more credible, our miniſter at Madrid was ordered to demand the free

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uſe of the Spaniſh ports; which was accordingly allowed. However, the French knew too well the importance of the Spaniſh Weſt Indies, not to think of providing for their ſecurity, as ſoon as ever they reſolved to accept the will of the late king of Spain. They had therefore ſent, in April 1710, to the Spaniſh Weſt Indies five ſhips of the line, and ſeveral large veſſels laden with arms and ammunition, under the command of the marquis de Coetlogon; and on the 20th of October, the ſame year, the count de Chateau Renaud ſailed thither with fourteen ſhips of the line, and ſixteen frigates, to meet the galleons, which were ſuppoſed to be already departed from the Havannah, under the eſcort of the marquis de Coetlogon; and beſides theſe, Monſ. Du Caſſe ſailed thither likewiſe with another ſquadron. So that, as admiral Benbow received no ſupplies, he was likely to be cruſhed by the ſuperior power of the enemy, and that extraordinary diligence which was uſed to ſtrengthen and ſupport them.

When

When Benbow arrived firſt at Jamaica, which was at the cloſe of the year 1701, he made ſuch prudent diſpoſitions for ſecuring our own trade, and annoying that of the enemy, that the French ſaw, with great amazement, all their ſchemes defeated, which they had been enabled to form, by their having much earlier intelligence than we of the intended war; and their own writers acknowledge, that even after the arrival of the marquis de Coetlogon's ſquadron, they were conſtrained to act only on the defenſive; and found all the projects they had formed for attacking Jamaica, and the leeward iſlands, entirely fruſtrated. And it was obſerved at that time by the Dutch writers, that notwithſtanding all the bluſtering of the French, vice-admiral Benbow, with a ſmall Engliſh ſquadron, remained maſter of thoſe ſeas; nor did he fail to make uſe of this advantage, by taking many prizes, and countenancing and protecting the trade carried on by the Engliſh on the Spaniſh coaſts. But in a few weeks time the ſcene began to change; for admiral Benbow

Benbow then received the news of the count De Chateau Renaud's arrival at Martinico, with a ſquadron much ſtronger than his own; and ſoon after had information, that this ſquadron had been joined by the marquis De Coetlogon from the Havannah, which exceedingly alarmed the inhabitants of Barbadoes and Jamaica, becauſe we had no force capable of reſiſting this French fleet, in caſe their commanders were determined to act offenſively.

Affairs continued in this uncertain ſituation till the end of April, 1702, when Benbow reſolved, though there was great want of men on board his ſquadron, to put to ſea, in order to cruize between Jamaica and Hiſpaniola; and he accordingly ſailed on the 8th of May; but he had not proceeded far before he met with real admiral Whetſtone, with whom he returned, to communicate to the governor of Jamaica ſome orders received from England: having firſt ſent the Ruby, Falmouth, and Experiment, to cruize off Petit Guavas. Some time after, the maſter

of

of a Spaniſh ſloop from Cuba acquainted him, that Chateau Renaud was at the Havannah, with twenty-ſix ſhips of war, waiting for the flota from La Vera Cruz; and this was confirmed by the ſhips he had ſent out, which in the courſe of their cruize had taken four prizes.

Not long after this, admiral Benbow received information, that Monſ. Du Caſſe was in the neighbourhood of Hiſpaniola, with a ſquadron of French ſhips, with an intent to ſettle the aſſiento in favour of the French, and to deſtroy the Engliſh and Dutch trade for negroes. Upon this he detached rear-admiral Whetſtone in purſuit of him, and on the 11th of July, 1702, Benbow ſailed himſelf from Jamaica, in order to have joined the rear-admiral; but having intelligence that Du Caſſe was expected at Leogane, on the north ſide of Hiſpaniola, he plied for that port, before which he arrived on the 27th. Not far from the town, he perceived ſeveral ſhips at anchor, and one under ſail, the boat belonging to which was ſent out to diſcover his ſtrength, but coming too near

near was taken: from the crew of which he learnt, that there were ſix merchant ſhips in the port, and that the ſhip they belonged to was a man of war of fifty guns, which Benbow preſſed ſo hard, that the captain, ſeeing no probability of eſcaping, ran the ſhip aſhore, and blew her up. On the 28th the admiral came before the town, where he found a ſhip of about eighteen guns hauled under their foundations, which however did not hinder his burning her. The reſt of the ſhips had ſailed before day, in order to get into a better harbour; but ſome of our ſhips, between them and the port they wanted to gain, took three of them, and ſunk a fourth. The admiral, after alarming Petit Guavas, which he found it impoſſible to attack, ſailed for Donna Maria Bay, where he continued till the 10th of Auguſt; when having received advice, that Du Caſſe had ſailed for Carthagena, and from thence was to ſail to Porto Bello, he reſolved to follow him, and accordingly ſailed that day for the Spaniſh coaſt of Santa Martha.

On the 19th of Auguſt, in the evening, he diſcovered, near that place, ten ſail of tall ſhips to the weſtward; and ſtanding towards them, he found the beſt part of them to be French men of war; upon this he made the uſual ſignal for a line of battle, going away with an eaſy ſail, that his ſternmoſt ſhips might come up and join them, the French ſteering along ſhore under their top-ſails. Their ſquadron conſiſted of four ſhips, from ſixteen to ſeventy guns, with one great Dutch-built ſhip of about thirty or forty; and there was another full of ſoldiers, the reſt ſmall ones, and a ſloop. Benbow came up with them about four o'clock in the morning, on the 20th, when the engagement began. He had diſpoſed his line of battle in the following order: the Defiance, Pendennis, Windſor, Breda, Greenwich, Ruby, and Falmouth. But two of his ſhips, the Defiance and the Windſor, did not ſtand above two or three broad-ſides before they got out of gun-ſhot. So that the two ſternmoſt ſhips of the enemy lay upon the admiral, and galled

galled him very much; nor did the ſhips in the rear come up to his aſſiſtance with that diligence which they ought to have done. The engagement laſted, however, till the evening; and though the firing then ceaſed, Benbow kept them company all night. The admiral ſaw that the French would avoid fighting if they could; and being ſtill in hopes that he might prevail on his captains to do their duty, he ordered a new line of battle. The next morning, at break of day, he was near the French ſhips, but none of his ſquadron, excepting the Ruby, were with him. At two in the afternoon, the French drew into a line; but at the ſame time they made what ſail they could to avoid fighting. However, the vice-admiral in the Breda, and the Ruby, kept them company all night, playing their chace-guns. Thus did Benbow continue purſuing, and maintaining the fight with the enemy, for four days more: but was never properly ſeconded by ſeveral of the ſhips of his ſquadron.

On the 23d, about noon, the admiral took from the French a ſmall Engliſh ſhip,

called the Anne Galley, which they had taken off Liſbon; and the Ruby being diſabled he ordered her for Port Royal. About eight at night, the whole ſquadron was up with the admiral, and the enemy not two miles off. Benbow now thought there was a proſpect of doing ſomething, and therefore made the beſt of his way after the enemy: but his whole ſquadron, except the Falmouth, fell aſtern again. At two in the morning, the 24th, the admiral came up with the enemy's ſternmoſt ſhip, and poured into her a broadſide, which was returned by the French ſhip very briſkly; and about three the gallant Benbow's right leg was broken to pieces by a chain-ſhot. He was carried down; but ſoon after ordered his cradle on the quarter deck, and continued the fight till day-light. One of the lieutenants, ſoon after the accident, expreſſed his ſorrow for Benbow's loſs of his leg. "I am "ſorry for it too, (ſaid the brave admi-"ral) but I had rather have loſt them "both, than have ſeen this diſhonour "brought upon the Engliſh nation. But,

"do

" do you hear? If another ſhot ſhould " take me off, behave like brave men, " and fight it out."

About this time one of the enemy's ſhips, of ſeventy guns, was diſcerned to be very much diſabled; her main-yard being down, and ſhot to pieces, her fore-top ſail yard ſhot away, her mizen-maſt ſhot by the board, all her rigging gone, and her ſides bored to pieces with our double-headed ſhot. The admiral ſoon after diſcovered the enemy's ſquadron ſtanding towards him with a ſtrong gale of wind. The Windſor, Pendennis, and Greenwich, a head of the enemy, came to the leeward of the diſabled ſhip, fired their broadſides, paſſed her, and ſtood to the ſouthward: then came the Defiance, and fired part of her broadſide, when the diſabled ſhip returning about twenty guns, the Defiance put her helm a-weather, and ran away right before the wind, lowered both her top ſails, and ran to the leeward of the Falmouth, without any regard to the ſignal of battle.

The enemy ſeeing the other two ſhips

ſtand to the ſouthward, expected they would have tacked and ſtood towards them, and therefore they brought their heads to the northward. But when they ſaw thoſe ſhips did not tack, they immediately bore down upon admiral Benbow, and ran between their diſabled ſhip and him, and poured in all their ſhot, by which they brought down his main-top ſail-yard, and ſhattered his rigging very much; none of the other ſhips being near him, or taking the leaſt notice of his ſignals; though captain Fogg ordered two guns to be fired at the ſhip's head, in order to put them in mind of their duty. The French, ſeeing things in this confuſion, brought to, and laid by their own diſabled ſhip, and then re-manned and took her into tow. The Breda's rigging being much ſhattered, ſhe was forced to lie by until ten o'clock, and being then re-fitted, the admiral ordered his captain to purſue the enemy, then about three miles to the leeward, his line of battle ſignal being out all the while; and captain Fogg, by the admiral's orders, ſent to the other captains,

tains, to order them to keep the line, and behave like men. Upon this captain Kirby, of the Defiance, came on board the admiral, and told him, "That he had "better deſiſt; that the French were ve-"ry ſtrong; and that from what was "paſt, he might gueſs he could make no-"thing of it." The brave admiral Benbow, who was more ſurprized at this language, than he would have been at the ſight of another French ſquadron, ſent for the reſt of the captains on board, in order to aſk their opinion. They came, but were moſt of them in captain Kirby's way of thinking; which ſatisfied the admiral that they were not inclined to fight, and that, as Kirby expreſſed it, there was nothing to be done. Benbow, therefore, upon this, thought it neceſſary to return to Jamaica, where he arrived with his ſquadron, very weak, with a fever, occaſioned by his wounds, and was ſoon after joined by rear-admiral Whetſtone, with the ſhips under his command.

After the Engliſh and French fleets had ſeparated, the latter proceeded to Carthagena,

thagena, from whence Monſ. Du Caſſe, the French admiral, ſent the following ſhort letter to admiral Benbow.

"SIR,

"I had little hopes, on Monday laſt, "but to have ſupped in your cabbin: "but it pleaſed God to order it otherwiſe; I am thankful for it. As for "thoſe cowardly captains who deſerted "you, hang them up; for, by God, they "deſerve it.

"Yours, DU CASSE."

Soon after his return to Jamaica, vice-admiral Benbow iſſued a commiſſion to rear-admiral Whetſtone, and to ſeveral captains, to hold a court-martial for the trial of thoſe officers who had ſo baſely betrayed their truſt in the late engagement. And a court-martial being held for their trial, ſome of the moſt guilty were condemned, and ſuffered according to their deſerts.

The operation of cutting off admiral Benbow's leg, after it was ſhattered in the late action, had brought on him a fever, which,

which, together with his reflections on the baſe conduct of his captains, at length put an end to his life. He lived near a month after the court-martial was held; and during his illneſs, he ſupported his character as an Engliſh admiral, with the ſame firmneſs he had ſhewed during the engagement, giving all the neceſſary orders for promoting the trade, that could have been expected from him, if he had been in perfect health; and in the letters he wrote home to his lady, he diſcovered much greater anxiety for the intereſt of the nation, than for his private fortune, or the concerns of his family. He died on the 4th of November, 1702.

Vice-admiral Benbow was a very intrepid and able ſea-commander, and always remarkable for the ſtrictneſs of his diſcipline, and his diligent attention to the duties of his ſtation. He lived much honoured and reſpected, eſpecially by the ſailors, who were the beſt judges of his merit, and died univerſally lamented. He left behind him a numerous poſterity of both ſexes.

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THE LIFE OF

SIR JOHN BERRY.

SIR John Berry, a brave naval commander, was the ſon of the reverend Mr. Daniel Berry, vicar of Knevaſton and Maland, in Devonſhire, and was put apprentice to Mr. Robert Mering, who had a ſhare in ſeveral ſhips at Plymouth. He was twice taken by the Spaniards, and his maſter being reduced by loſſes at ſea, gave him up his indentures; on which, coming to London, he was appointed boatſwain of the Swallow Ketch, which was bound to the Weſt Indies, in queſt of a pirate who infeſted thoſe ſeas. The veſſel being overtaken by a ſtorm in the Gulph of Florida, they were obliged to cut away all her maſts, and two frigates which accompanied her were loſt. With much difficulty they reached Jamaica, where ſhe was refitted, and Mr. Berry appointed lieutenant. Three weeks after their leaving Jamaica,

Jamaica, they diſcovered the pirate riding at anchor, in a bay of the Iſland of St. Domingo. She had twenty guns and ſixty men, and the Swallow had only eight ſmall guns and forty men. Captain Inſam, who commanded the Swallow, ſeeing the pirate's ſuperior ſtrength, thought proper to conſult his men before he engaged; and calling all the hands upon deck, obſerved, that thoſe whom they were going to attack were men at arms, old buccaneers, and ſuperior to them in number and the force of their ſhip, and therefore he deſired to have their opinion. Lieutenant Berry, interrupting him, ſaid, that they were alſo men at arms, and, what was more, honeſt men, and fought under the king's commiſſion, *but that if he had no ſtomach for fighting, he deſired that he would be pleaſed to walk down into his cabbin.* The crew applauded his motion, and immediately prepared to engage: but the pirate being to windward, the Swallow was obliged to make two tacks under the lee, and received two broadſides before ſhe could get into her proper

proper ſtation. Captain Berry, far from being intimidated, laid the pirate on board, on his ſtarboard bow, pouring in his whole broadſide, by whlch twenty-two of the pirate's hands were killed, and ſoon after the reſt ſubmitted.

This gallant action was performed in the year 1670, and greatly recommended him to the notice of the government: he was ſoon after appointed commander of the Coronation, of fifty-ſix guns, with orders to ſail to the Weſt Indies, and protect the trade. At his arrival at Barbadoes, he found that the French at St. Kitt's were fitting out twenty-two men of war and frigates, ſix large tranſports of their own, and four hired from the Dutch, in order to take the iſland of Nevis. To prevent this, the governor of Barbadoes fitted out eight large merchant ſhips, and converted them into men of war, which having joined Mr. Berry, he ſailed for Nevis. But juſt as he turned the point of that iſland, one of his beſt ſhips accidentally blew up, and at the ſame time the French fleet appeared in ſight;

ſight; and this happening juſt at the appearance of the enemy, damped the ſpirits of his men, which he perceiving, cried, "You have ſeen an Engliſh ſhip "blow up, let us try if we cannot blow "up one of the French. There they "are, boys, and if we do not beat them, "they will beat us." By this time the French fleet being come, Berry immediately attacked them, and was ſo bravely ſeconded by the reſt of his ſquadron, that after an engagement of thirteen hours, he forced their great fleet to take ſhelter under the cannon of St. Chriſtopher's, whither he purſued them, ſent in a fire-ſhip, and burnt the admiral's ſhip. As ſoon as he ſaw the French ſhip on fire, he ſaid to the ſeamen, "I told you in "the morning we ſhould burn a French-"man before night: to-morrow we will "try what we can do with the reſt." But the enemy prevented his deſign, by ſtealing away while he was refitting his ſhips.

On his return he was greatly careſſed by the miniſtry, and in 1672 diſtinguiſhed himſelf at the famous battle of South-

wold bay, where he commanded a ſeventy gun ſhip, for which he received the honour of knighthood. In 1682 he commanded the Gloceſter frigate, on board of which the duke of York embarked for Sootland, but by the careleſſneſs of the pilot, was loſt at the mouth of the Humber. In the midſt of this confuſion, Sir John preſerved that preſence of mind for which he was always remarkable, and by that means ſaved the duke, and as many of his retinue as the long-boat would carry. Soon after he was promoted to a flag, and commanded as vice admiral under Lord Dartmouth, at the demolition of Tangier, and on his return was made a commiſſioner of the navy, which poſt he enjoyed till his death. He was in great favour with king James II. who made choice of him to command under lord Dartmouth, when the Prince of Orange landed in England; and when his lordſhip left the fleet, the whole command devolved to Sir John Berry, who held it till the ſhips were laid up. After the revolution Sir John continued in his poſts, and

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was frequently consulted by king William, who entertained a high opinion of his abilities in military affairs: but he was poisoned in the beginning of February, 1691, on board one of his majesty's ships at Portsmouth, where he was paying her off, in the fifty-sixth year of his age. His body was brought to London, and interred in the chancel of Stepney church, where a monument was erected to his memory.

THE LIFE OF ADMIRAL BLAKE.

ROBERT BLAKE, one of the braveſt and moſt ſucceſsful admirals that this or any other nation has ever produced, was born at Bridgwater, in ſomerſetſhire, in Auguſt 1598, his father being a merchant of that place, who had acquired a conſiderable fortune by the Spaniſh trade. Of his early years we have no other account, than that, during his father's life time, he was educated at a free-ſchool in Bridgwater In 1615, he was admitted into the univerſity of Oxford, where he continued till 1623, and took the degree of batchelor of arts, tho' without being much countenanced or careſſed by his ſuperiors.

Dr. Campbell ſays, that during Blake's reſidence in the univerſity, he ſufficiently diſplayed his temper, which in reality was that of a humouriſt, uſually grave, and in

in appearance moroſe; but inclined in an evening, when in the company of particular friends, to be very chearful, though ſtill with a tincture of ſeverity. After leaving Oxford, he retired to his native place, where he lived without any appearance of ambition to be a greater man than he was; but inveighed with great freedom againſt the licence of the times, and power of the court. In 1640 he was choſen burgeſs for Bridgwater by the puritan party, to whom he had recommended himſelf by his diſapprobation of biſhop Laud's violence and ſeverity, and his non compliance with thoſe new ceremonies, which that prelate was then endeavouring to introduce.

When the civil war broke out, Blake, in conformity with his avowed principles, declared for the parliament; and, thinking a bare declaration for right not all the duty required of a good man, raiſed a troop of dragoons for his party, and appeared in the field with great intrepidity.

In 1645, he was governor of Taunton, when lord Goring came before it with an

army of ten thouſand men. The town was ill fortified, and unſupplied with almoſt every thing neceſſary for ſupporting a ſiege. The ſtate of this garriſon encouraged colonel Wyndham, who was acquainted with Blake, to propoſe a capitulation; which was rejected by Blake with indignation and contempt. Nor were either menaces or perſuaſion of any effect; for he maintained the place, under all its diſadvantages, till the ſiege was raiſed by the parliament's army. And for his gallant behaviour on this occaſion, the parliament ordered Blake a preſent of five hundred pounds.

He continued, on many other occaſions, to give proofs of an inſuperable courage, and a ſteadineſs of reſolution not to be ſhaken; and, as a proof of its firm adherence to the parliament, joined with the borough of Taunton, in returning thanks for their reſolution to make no more addreſſes to the king. Yet he is ſaid to have been ſo far from approving the death of Charles I. as to make no ſcruple of declaring, that he would venture his life to

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ſave him, as willingly as he had done to ſerve the parliament. Whatever truth there may be in this, it is certain that he continued to act in the ſervice of the parliament with great bravery and zeal.

In 1649 he was made a commiſſioner of the navy, and appointed to ſerve on that element, for which he ſeems by nature to have been deſigned. He was ſoon after ſent in purſuit of Prince Rupert, whom he ſhut up in the harbour of Kingſale in Ireland for ſeveral months, till want of proviſions, and deſpair of relief, excited the prince to make a daring effort for his eſcape, by forcing through the parliament's fleet. This deſign he executed with great intrepidity, and ſucceeded in it, though with the loſs of three ſhips. He was purſued by Blake to the coaſt of Portugal, where Rupert was received into the Tagus, and treated with great diſtinction by the Portugueſe.

Blake coming to the mouth of that river, ſent a meſſenger to the king, to inform him, that the fleet in his port belonging to the public enemy of the commonwealth

monwealth of England, he demanded leave to attack. This being refuſed, tho' the refuſal was in very ſoft terms, and accompanied with declarations of eſteem, and a preſent of proviſions, ſo exaſperated the admiral, that, without any heſitation, he fell upon the Portugueſe fleet, then returning from Braſil, of which he took ſeventeen ſhips, and burnt three. It was to no purpoſe that the king of Portugal, alarmed at ſo unexpected a deſtruction, ordered prince Rupert to attack them, and re-take the Braſil ſhips: for Blake carried home his prizes without moleſtation, the prince not having force ſufficient to purſue him.

Blake ſoon ſupplied his fleet with proviſions, and received orders to make repriſals upon the French, who had ſuffered their privateers to moleſt the Engliſh trade; an injury which, in thoſe days, was always immediately reſented, and, if not repaired, certainly puniſhed. Sailing with this commiſſion, he took in his way a French man of war, which is ſaid to have been worth a million. Then

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following prince Rupert, whoſe fleet was now reduced to five ſhips, into Carthagena, he demanded leave of the Spaniſh governor to attack him in the harbour; but received the ſame anſwer which had been returned by the Portugueſe, that they had a right to protect all ſhips that came into their dominions; that if the admiral were forced in thither, he ſhould find the ſame ſecurity; and that he required him not to violate the peace of a neutral port. Blake withdrew upon this anſwer into the Mediterranean; and Rupert then leaving Carthagena, entered the port of Malaga, where he burnt and ſunk ſeveral Engliſh merchant ſhips. Blake judging this to be an infringement of the neutrality profeſſed by the Spaniards, now made no ſcruple to attack Rnpert's fleet in the harbour of Malaga; and having deſtroyed three of his ſhips, obliged him to quit the ſea, and take ſanctuary at the Spaniſh court.

In 1651 Blake, ſtill continuing to cruize in the Mediterranean, met with a French ſhip of conſiderable force, and com-

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manded the captain to come on board, there being no war declared between the two nations. The captain, when he came, was aſked by him, "whether he was "willing to lay down his ſword, and "yield;" which he gallantly refuſed, though in his enemy's power. Blake, ſcorning to take advantage of an artifice, and deteſting the appearance of treachery, told him, "that he was at liberty to go "back to his ſhip, and defend it as long "as he was able." The captain willingly accepted his offer, and after a fight of two hours, confeſſed himſelf conquered, kiſſed his ſword, and ſurrendered it. This ſhip, with four more, Blake ſent into England; and not long after, arriving at Plymouth with his ſquadron, he there received the thanks of the parliament for his vigilance and valour in his ſtation, and was conſtituted one of the lord-wardens of the Cinque Ports, as an additional mark of their eſteem and confidence.

In 1652 Blake was conſtituted ſole admiral, when he defeated the Dutch fleet commanded by Van Trump, Ruyter, and

De Wit, in three ſeveral engagements, in which the Dutch loſt eleven men of war, thirty merchant ſhips, and according to their own accounts, had fifteen thouſand men ſlain. Soon after, Blake and his colleagues, with a grand fleet of an hundred ſail, ſtood over to the Dutch coaſt, and forced their fleet to fly for ſhelter into the Texel, where they were kept for ſome time by Monk and Dean, while Blake ſailed northward. At laſt, however, Trump got out, and drew together a fleet of an hundred and twenty men of war; and, on the 3d of June, the generals Dean and Monk came to an engagement with the enemy off the North Foreland, with indifferent ſucceſs; but the next day Blake coming to their aſſiſtance with eighteen ſhips, gained a complete victory; ſo that if the Dutch had not ſaved themſelves on Calais ſands, their whole fleet had been ſunk or taken.

In November, 1654, Cromwell ſent him with a ſtrong fleet into the Mediterranean, with orders to ſupport the honour of the Engliſh flag, and to procure ſatisfaction

faction for any injuries that might have been done to our merchants. In the beginning of December, Blake came into the road of Cadiz, where he was treated with all imaginable reſpect; a Dutch admiral would not hoiſt his flag while he was there; and his name was now grown ſo formidable, that a French ſquadron having ſtopped one of his tenders, which had been ſeparated from Blake in a ſtorm, the admiral, as ſoon as he knew to whom it belonged, ſent for the captain on board, and drank Blake's health before him with great ceremony, under a diſcharge of five guns, and then diſmiſſed him. The Algerines were ſo much afraid of him, that, ſtopping the Sallee rovers, they obliged them to deliver up what Engliſh priſoners they had on board, and then ſent them freely to Blake, in order to purchaſe his favour. This, however, did not prevent his coming on the 10th of March before Algiers, and ſending an officer on ſhore to the dey, to demand ſatisfaction for the piracies committed on the Engliſh, and the releaſe of all the Engliſh captives.

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The dey, in his anſwer, alledged, that the ſhips and captives belonged to private men, and therefore he could not reſtore them without offending all his ſubjects, but that he might eaſily redeem them; and if he thought good, they would conclude a peace with him, and for the future offer no acts of hoſtility to the Engliſh; and having accompanied this anſwer with a large preſent of freſh proviſions, Blake left Algiers, and ſailed on the ſame errand to Tunis, the dey of which place not only refuſed to comply with his requeſt, but denied him the liberty of taking in freſh water. "Here, ſaid he, are "our caſtles of Goletta and Porto Fe-"rino; do your worſt; do you think we "fear your fleet?" Blake, at hearing this, began, as his cuſtom was when highly provoked, to curl his whiſkers, and, after a ſhort conſultation with his officers, bore into the bay of Porto Ferino with his great ſhips and their ſeconds, and coming within muſquet ſhot of the caſtle and the line, fired on both ſo warmly, that in two hours time the caſtle was ren-

dered defenceleſs, and the guns on the works along the ſhore were diſmounted, though ſixty of them played at a time on the Engliſh. Blake found nine ſhips in the road, and ordered every captain to man his long-boat with choice men, to enter the harbour and fire the Tuniſeens, which they happily effected, with the loſs of twenty-five men killed, and forty-eight wounded, while he and his men covered them from the caſtle, by playing continually on them with their great guns. This daring action ſpread the terror of his name through Africa and Aſia. From Tunis he ſailed to Tripoli, cauſed the Engliſh ſlaves to be ſet at liberty, and concluded a peace with that government. Thence returning to Tunis, the Tuniſeens implored his mercy, and begged him to grant them peace, which he did upon terms highly advantageous to England. He next ſailed to Malta, and obliged the knights to reſtore the effects taken by their privateers from the Engliſh; and by theſe great exploits, ſo raiſed the glory of the Engliſh name, that moſt of the princes

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and ſtates in Italy thought fit to pay their compliments to the protector, by ſending ſolemn embaſſies to him.

He paſſed the next winter either in lying before Cadiz, or in cruiſing up and down the Streights, and was at his old ſtation, at the mouth of that harbour, when he received information, that the Spaniſh plate fleet had put into the bay of Santa Cruz, in the iſland of Teneriffe, on which he weighed anchor, with twenty five men of war, on the 13th of April, 1657, and on the 20th, rode with his ſhips off the bay of Santa Cruz, where he ſaw ſixteen Spaniſh ſhips lying in the form of a half-moon. Near the mouth of the haven ſtood a caſtle, furniſhed with great ordnance, beſides which there were ſeven forts round the bay, with ſix, four, and three guns on each, joined to each other by a line of communication, manned with muſqueteers. To make all ſafe, Don Diego, Diaques, general of the Spaniſh fleet, cauſed all the ſmaller ſhips to be moored cloſe along the ſhore, and the ſix large galleons ſtood farther out at an-

chor, with their broadſides towards the ſea. Blake having prepared for the fight, a ſquadron of ſhips was drawn out to make the firſt onſet, commanded by captain Stayner in the Speaker frigate, who no ſooner received orders, but ſailed into the bay, and fell upon the Spaniſh fleet, without the leaſt regard to the forts, which ſpent their ſhot prodigally upon them. No ſooner were theſe entered into the bay, but Blake following after, placed ſeveral ſhips to pour broadſides into the caſtle and forts, and theſe played their parts ſo well, that, after ſome time, the Spaniards found their forts too hot to be held. In the mean time, Blake ſtruck in with Stayner, and bravely fought the Spaniſh ſhips, out of which the enemy were beaten by two o'clock in the afternoon, when Blake, finding it impoſſible to carry them away, ordered his men to ſet them on fire, which was done ſo effectually, that they were all reduced to aſhes, except two, which ſunk downright, nothing remaining above the water but part of the maſts. The Engliſh having now obtained a complete victory,

tory, were reduced to another difficulty by the wind, which blew ſo ſtrong into the bay, that they deſpaired of getting out; but while they were in this dreadful exigence, it ſuddenly veered about to the ſouth-weſt (a thing not known in many years before) which brought Blake and his fleet ſafe to ſea again, though the Spaniards from the caſtle played their great guns perpetually upon them as they paſſed by. This is allowed to have been one of the moſt remarkable actions that ever happened at ſea; and the earl of Clarendon obſerves, that it was ſo miraculous, that all men who knew the place wondered that any ſober man, with what courage ſoever endued, ſhould undertake it.

Blake returned, after this glorious action, to the coaſt of Spain, where he cruized for ſome time off the harbour of Cadiz; but perceiving that his ſhips were become foul, and being ſeized with a dangerous diſorder, he reſolved to ſail for England. His diſtemper was a complication of dropſy and ſcurvy, brought upon him by being for three years together

at ſea, and wanting all that time the conveniencies requiſite for the cure of his diſeaſe. In his paſſage home, it increaſed upon him, and he became ſo ſenſible of his approaching end, that he frequently enquired for land, a mark of his affection for his native ſoil, which, however, he did not live to ſee; dying, as his ſhip the St. George entered Plymouth-ſound, on the 17th of Auguſt, 1657, at about fifty-nine years of age. His body was the next day embalmed, and wrapped in lead, his bowels taken out, and buried in the great church at Plymouth, and his corpſe, by order of the protector, conveyed by water to Greenwich-houſe; from whence he reſolved to have it carried in great pomp to Weſtminſter-abbey, and there interred with the utmoſt ſolemnity, as the laſt mark of reſpect that could be paid to this heroic commander.

On the 4th of September, after the corpſe had lain ſeveral days in ſtate, it was carried from Greenwich in a magnificent barge, covered with velvet, adorned with eſcutcheons and pendants, accompanied

nied by his brothers, remote relations, and their ſervants in mourning; by Oliver's privy council, the commiſſioners of the admiralty and navy, and the lord mayor and aldermen of London; the field-officers of the army, and many other perſons of honour and quality, in a great number of barges and wherries, covered with mourning, marſhalled and ordered by the heralds at arms, who directed and attended the ſolemnity. Thus they paſſed to Weſtminſter-bridge, and, at their landing, proceeded in the ſame manner, thro' a guard of ſeveral regiments of foot, to the Abbey. His dear friend, general Lambert, though then in diſgrace with the protector, attended on his horſe. The funeral proceſſion being over, the body was interred in a vault built on purpoſe in the chapel of Henry VII.

Such were the honours paid to the remains of Blake, in the days of Cromwell; but after the reſtoration of king Charles II. his body, in virtue of his majeſty's expreſs command, was taken up and buried in a pit with others is St. Margaret's

Margaret's church yard, on the 12th of September, 1661. "In which place," ſays Wood, "it now remaineth, enjoying "no other monument but what is reared "by his valour, which time itſelf can "hardly efface." Some pains hath been taken to extenuate this baſe action; and it has been ſaid, that Blake's corpſe was decently re-interred in St. Margaret's church-yard. What degree of decency was obſerved in the ſecond burial, if it may be ſo termed, of this great man, we are not acquainted with. This, however, is certain, that the removal of him from Weſtminſter-abbey to St. Margaret's church-yard, was intended as an indignity; though, in fact, it reflected diſhonour on thoſe only who were guilty of this unworthy treatment of the remains of a gallant admiral, who was an honour to his country, and to the age in which he lived. But, as it is juſtly obſerved by a very ingenious writer, to whom we have been much indebted in the courſe of our account of this famous ſeaman, "that regard which was denied to his body, has

been paid to his better remains, his name and his memory. Nor has any writer dared to deny him the praiſe of intrepidity, honeſty, contempt of wealth, and love of his country."

Admiral Blake was in his perſon of a low ſtature, but of a quick, lively eye. He poſſeſſed a degree of courage which no dangers could diſmay; and yet was cool in action, and ſhewed great military conduct in the diſpoſition of the moſt deſperate attacks. Though not bred to the profeſſion of a ſeaman, and though he did not apply himſelf to it but at an advanced period of life, he diſtinguiſhed himſelf by his naval exploits above all his cotemporaries. He was juſt and upright; and ſo diſintereſted, that though he had great opportunities of enriching himſelf by the vaſt ſums he had taken from the enemies of England, yet he threw it all into the public treaſury, and did not die five hundred pounds richer than his father left him. He was jealous of the liberty of the ſubject, and the glory of his nation; and as he made uſe of no mean artifices

tifices to raiſe himſelf to the higheſt command at ſea, ſo he required no intereſt but his merit to ſupport him in it. He was pious without affectation, and liberal to the utmoſt extent of his fortune. He treated his officers with the familiarity of a friend; and by his tenderneſs and generoſity to the ſeamen, he ſo endeared himſelf to them, that when he died, they lamented his loſs as that of their common father.

The earl of Clarendon ſays, "Blake was the firſt man that declined the old tract, and made it manifeſt that the ſcience might be attained in leſs time than was imagined; and deſpiſed thoſe rules which had been long in practice, to keep his ſhip and men out of danger, which had been held in former times a point of great ability and circumſpection; as if the principal art requiſite in the captain of a ſhip, had been to be ſure to come home ſafe again. He was the firſt man who brought ſhips to contemn caſtles on ſhore, which had been thought ever very formidable, and were diſcovered by him to make a noiſe

a noiſe only, and to fright thoſe who could be rarely hurt by them. He was the firſt that infuſed that proportion of courage into the ſeamen, by making them ſee by experience what mighty things they could do, if they were reſolved; and taught them to fight in fire, as well as upon water; and though he has been very well imitated and followed, he was the firſt that gave the example of that kind of naval courage, and bold and reſolute atchievements."

THE LIFE OF ADMIRAL BOSCAWEN.

EDWARD BOSCAWEN was the ſecond ſurviving ſon of Hugh, late lord viſcount Falmouth, and having early entered into the navy, was, in 1740, appointed captain of the Shoreham, and behaved with great intrepidity as a volunteer under admiral Vernon, at the taking of Porto Bello. At the ſiege of Carthagena, in March 1740-1, he had the command of a party of ſeamen, who reſolutely attacked and took a battery of fifteen twenty-four pounders, though expoſed to the fire of another fort of five guns. Lord Aubrey Beauclerc being killed on the 24th of March, at the attack of Boca Chica, captain Boſcawen ſucceeded him in the command of the Prince Frederic, of ſeventy guns. On the 14th of May, 1742, he returned to England, and married Frances, daughter of William

liam Glanville, Esq. and the same year was elected representative in parliament for Truro, in Cornwall. In 1744, he was made captain of the Dreadnought, of sixty guns, and soon after took the Medea, a French man of war, commanded by M. Hoquart, the first king's ship taken in that war. On the 3d of May, 1747, he signalized himself under the admirals Anson and Warren, in an engagement with the French fleet, off Cape Finisterre, and was wounded in the shoulder with a musquet-ball. Here M. Hoquart, who then commanded the Diamant of fifty-six guns, again became his prisoner, and all the French ships of war, which were ten in number, were taken. On the 15th of July, he was appointed rear-admiral of the Blue, and commander in chief of the land and sea forces, employed on an expedition to the East Indies; and on the 4th of November, sailed from St. Helen's, with six ships of the line, five frigates, and two thousand soldiers. On the 29th of July, in the year 1748, he arrived at

St. David's, and ſoon after laid ſiege to Pondicherry; but the men growing ſickly, and the monſoons being expected, the ſiege was raiſed. Soon after he had news of the peace, and Madraſs was delivered up to him by the French.

In April 1750, he arrived at St. Helen's in the Exeter, where he was informed, that in his abſence he had been appointed rear admiral of the White. He was, in 1751, made one of the lords commiſſioners of the admiralty, and choſen an elder brother of the Trinity houſe. On the 4th of February, 1755, he was appointed vice-admiral of the Blue, and on the 19th of April, ſailing in order to intercept a French ſquadron bound to North America, fell in with the Alcide and Lys, of ſixty-four guns each, which were both taken: on this occaſion M. Hoquart became his priſoner a third time, and he returned to Spithead with his prizes, and one thouſand five hundred priſoners. In 1756, he was appointed vice-admiral of the white, and, in 1758, admiral

Admiral Boscawen.
Lord Torrington.

miral of the Blue, and commander in chief of the expedition to Cape Breton, when, in conjunction with general Amherſt, and a body of brave troops from New England, the important fortreſs of Louiſbourg, and the whole iſland of Cape Breton was taken, for which he afterwards received the thanks of the houſe of commons. In 1759, being appointed to command in the Mediterranean, he arrived at Gibraltar, where hearing that the Toulon fleet, under M. de la Clue, had paſſed the Streights, in order to join that at Breſt, he got under ſail, and on the 18th of Auguſt ſaw, purſued, and engaged the enemy. His ſhip, the Namur, of ninety guns, loſing her main maſt, he ſhifted his flag to the Newark, and after a ſharp engagement, took three large ſhips, and burnt two in Lagos Bay, and the ſame year arrived at Spithead with his prizes, and two thouſand priſoners. On December 8th, 1760, he was appointed general of the marines, with a ſalary of 3000l. per annum, and was alſo ſworn one of the

privy council. This brave admiral died at his ſeat at Hatchland Park, near Guildford, in Surry, of a bilious fever, on the 10th of June, 1761.

Admiral Boſcawen was remarkable for leaning his head on one ſide; a habit which he contracted when a youth, by *taking off* an old ſervant of the family, and which he never could diveſt himſelf of.

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THE LIFE OF GEORGE BYNG, LORD VISCOUNT TORRINGTON.

THIS gallant admiral was deſcended from an ancient family in the county of Kent. He was born in 1663, and, at the age of fifteen, went a volunteer into the royal navy, in the ſervice of Charles II. having firſt obtained the king's letter at the recommendation of the duke of York.

In 1681, upon the invitation of general Kirk, governor of Tangier, he quitted the ſea, and ſerved as a cadet in the grenadiers of that garriſon, till, on a vacancy, which ſoon happened, the general, who was always his warm patron, made him an enſign in his own company, and ſoon after a lieutenant.

After the demolition of Tangier, in 1684, the earl of Dartmouth, general of the ſea and land forces, appointed him

lieutenant of the Orford; from which time he continued in the ſea-ſervice; but did not throw up his commiſſion as an officer for ſeveral years after.

In 1685, he went lieutenant of his majeſty's ſhip Phœnix to the Eaſt Indies; where engaging and boarding a Ziganian pirate, who maintained a deſperate fight, moſt of thoſe who entered with him were ſlain, himſelf dangerouſly wounded, and the pirate ſinking, he was taken up with ſcarce any remains of life.

In 1688, he was firſt lieutenant to Sir John Aſhby, in the fleet commanded by the earl of Dartmouth, and fitted out to oppoſe the deſigns of the prince of Orange.

In 1690, he commanded the Hope, a third rate; and was ſecond to Sir George Rooke, in the battle off Beachy.

In 1691 and 1692, he was captain of the Royal Oak, and ſerved under admiral Ruſſel, commander in chief of the fleet. Nor were his merits concealed from that great officer, for he diſtinguiſhed him in a very remarkable manner, by promoting him to the rank of his firſt captain.

In

In 1702, a war breaking out, he accepted the command of the Naſſau; and was at the taking and burning the fleet at Vigo.

In 1703, he was appointed rear-admiral of the Red by queen Anne; and ſerved in the Mediterranean fleet commanded by Sir Cloudeſly Shovel; who detached him with a ſquadron of five men of war to Algiers, where he renewed the peace with that government.

In 1704, he ſerved in the grand fleet ſent into the Mediterranean, under the command of Sir Cloudeſly Shovel, in ſearch of the French fleet; and it was he who commanded the ſquadron that attacked and cannonaded Gibraltar; and, by landing the ſeamen, whoſe valour was on this occaſion remarkably diſtinguiſhed, the place capitulated the third day. He was in the battle off Malaga, which followed ſoon after; and, for his behaviour in that action, her majeſty conferred on him the order of knighthood.

Towards the cloſe of the year 1704, the French having two ſtrong ſquadrons in the Sound-

Soundings, beſides great numbers of privateers, which greatly annoyed our trade, Sir George Byng ſailed the latter end of January from Plymouth, with a ſquadron of twelve men of war, and a large fleet of merchantmen; and, after ſeeing the latter ſafely out of the channel, he divided his ſquadron to ſuch advantage, that he took twelve of their largeſt privateers, in about two months, together with the Thetis, a French man of war of forty guns, and ſeven merchant ſhips, moſt of them richly laden from the Weſt Indies. This remarkable ſucceſs gave ſuch a blow to the French privateers, that they rarely ventured into the Channel during the remainder of the year.

In 1705, he was promoted to the rank of vice-admiral of the Blue; and, upon the election of a new parliament, was returned one of the burgeſſes for Plymouth; which place he conſtantly after repreſented in parliament till he was created a peer.

In the beginning of 1707, Sir George was ordered with a ſquadron to Alicant, with neceſſaries for the army in Spain; and

and accordingly ſailed on the twentieth of March: but on his arrival off Cape St. Vincent, he heard the melancholy news of the defeat of our army at the battle of Almanza, under she command of the earl of Galway, who ſent to the admiral to acquaint him with the diſtreſs he was in; requeſting, that whatever he had brought for the uſe of the army might be carried to Tortoſa in Catalonia; to which place his lordſhip intended to retreat; and that, if poſſible, he would ſave the ſick and wounded men at Denia, Gandia, and Valencia; where it was intended to embark every thing that could be got together. This the admiral performed; and, having ſent the ſick and wounded to Tortoſa, and being ſoon after joined by Sir Cloudeſly ſhovel from Liſbon, they proceeded together to the coaſt of Italy, with a fleet of forty-three men of war, and fifty tranſports, to ſecond prince Eugene and the duke of Savoy, in the ſiege of Toulon; in which Sir George ſerved in the ſecond poſt under Sir Cloudeſly, and narrowly eſcaped ſhipwreck in his return home, when that great officer

officer was loſt; for the Royal Anne, in which Sir George carried his flag, was within a ſhip's length of the rocks on which Sir Cloudeſly ſtruck; yet was providentially ſaved by his own and his officers preſence of mind, who, in a minute's time, ſet the ſhip's topſails, even when one of the rocks was under her main chains.

In 1708, he was appointed admiral of the Blue, and commanded the ſquadron fitted out to oppoſe the invaſion intended to be made in Scotland by the pretender, and a French army from Dunkirk. This ſquadron conſiſted of twenty-four men of war, with which Sir George, and lord Durſley, ſailed from the Downs for the French coaſt, on the twenty-ſeventh of February.

On the thirteenth of March, the French were diſcovered in the Firth of Edinburgh; where they made ſignals, but to no purpoſe, and then ſteered a north eaſt courſe, as if they had intended to have gone to St. Andrews —Sir George purſued them, and took the Saliſbury, an Engliſh prize, then in their ſervice, with ſeveral

ſeveral perſons of great quality on board; many land and ſea officers in the French ſervice of very great diſtinction; five companies of the regiment of Bern, and all the ſhip's company, conſiſting of three hundred men.

After this, Sir George finding it impoſſible to come up with the enemy, returned to Leith, where he continued, till advice was received of the French being returned to Dunkirk.

It might reaſonably be imagined, that this remarkable ſucceſs muſt have ſatisfied every body; and that, after defeating ſo extraordinary a ſcheme, as this was then allowed to be, and reſtoring public credit, as it were, in an inſtant, there ſhould be an univerſal tribute of applauſe paid to the admiral by all ranks and degrees of people: but ſo far was this from being the caſe, that Sir George Byng had ſcarce ſet his foot in London, but it was whiſpered, that the parliament would enquire into his conduct; which notion had its riſe from a very fooliſh perſuaſion, that, having once had ſight of the enemy's fleet, he might,

if

if he pleaſed, have taken every ſhip of them, as well as the Saliſbury.

The truth was, that the French having amuſed the Jacobites in Scotland with a propoſal of beſieging Edinburgh caſtle, Sir George Byng was particularly inſtructed, by all means, to prevent that undertaking, by hindering the French from landing in the neighbourhood. This he effectually did, and, by doing it, anſwered the purpoſe of his expedition.

But the ſame malicious people, who firſt propagated this ſtory, invented alſo another; namely, that Sir George was alſo hindered from taking the French fleet by his ſhips being foul; which actually produced an enquiry in the houſe of commons; and an addreſs to the queen, to direct, that an account might be laid before them of the number of ſhips that were on the expedition with Sir George Byng; and when the ſhips were cleaned: which at laſt, however, ended in this reſolution:

"That the thanks of the houſe be given to the prince, for his great care in ſo expeditiouſly ſetting forth ſo great a number of

of ſhips; whereby the fleet under Sir George Byng was enabled ſo happily to prevent the intended invaſion."

This was a very wiſe and well concerted meaſure, ſince it fully ſatisfied the world of the falſity of thoſe reports, and at the ſame time gave great ſatisfaction to the queen and her royal conſort, the prince of Denmark, who both conceived that his royal highneſs's character was affected, as lord high admiral.

About the middle of the ſummer, a reſolution was taken to make a deſcent on, or at leaſt to alarm, the coaſt of France, by way of retaliation for the affront ſo lately offered us; and Sir George Byng, as admiral; and lord Durſley, as vice admiral of the Blue, were appointed to carry the ſcheme into execution.

Sir George ſailed from Spithead on the twenty-ſeventh of July, with the fleet and tranſports, having the troops on board, intended for a deſcent, commanded by lieutenant-general Earle; and the next day came to an anchor off Deal. The twenty-ninth they ſtood over to the coaſt of Picardy,

cardy, as well to alarm as to amuſe the enemy, and at the ſame time to be ready for further orders.

They continued ſeveral days on the coaſt of France, creating the enemy inexpreſſible trouble; and indeed the true deſign of it was only to diſturb the naval armaments on their coaſts, and oblige the French court to march large bodies of men to protect their maritime towns; which neceſſarily occaſioned a diminution of their army in Flanders.

The ſame year Sir George had the honour of conducting the queen of Portugal to Liſbon; where a commiſſion was ſent him, appointing him admiral of the White; and her Portugueſe majeſty preſented him with her picture, ſet with diamonds to a conſiderable value.

In 1709, he was commander in chief of the fleet ſtationed in the Mediterranean; during which he attempted the relief of the city and caſtle of Alicant; and at the ſame time meditated a deſign upon Cadiz: nor was it his fault that both did not ſucceed; for he did every thing that could be

be expected from him, in order to render these important designs successful.

After his return from this expedition in 1701, he was appointed one of the commissioners for executing the office of lord high-admiral; in which post he continued till some time before the queen's death; when, not falling in with the measures of these times, he was removed; but, on the accession of George I. he was restored to that employment; and, in the year 1715, on the breaking out of the rebellion, appointed to command a squadron in the Downs; with which he kept such a watchful eye on the French coast, and seized such a great quantity of arms and ammunition shipped there for the pretender's service, that his majesty, to reward his services, created him a baronet, presented him with a ring of great value, and gave him other marks of his royal favour.

We are now to enter upon the most remarkable scene of action our admiral was ever concerned in. This was the famous expedition of the British fleet to Sicily, in the year 1718, for the protection of the

neutrality of Italy, and the defence of the emperor's poſſeſſions againſt the invaſion of the Spaniards, who had the year before ſurprized Sardinia, and had this year landed an army in Sicily.

He ſailed from Spithead about the middle of June, 1718, with twenty ſhips of the line of battle, two fire-ſhips, two bomb veſſels, an hoſpital ſhip, and a ſtore ſhip. This ſquadron arrived, on the firſt of Auguſt, in the bay of Naples, into which the fleet ſtanding with a gentle gale, drawn up in a line of battle, moſt of them capital ſhips, and three of them carrying flags, afforded ſuch a ſpectacle as had never been ſeen in thoſe ports before. The whole city was in a tumult of joy and exultation; the ſhore was crowded with multitudes of ſpectators, and ſuch an infinite number of boats came off, ſome with proviſions and refreſhments, others out of curioſity and admiration, that the bay was covered with them.

The viceroy, count Daun, being ill with the gout, and having ſent his compliments to the admiral, he went on ſhore, attended

Admiral George Byng.
Sr. Francis Drake.

attended by the flag-officers and captains in their boats; and was ſaluted at his landing by all the cannon round the city and caſtles; and was conducted to the court through an infinite throng of people, with the greateſt acclamations of joy, and all the honours and ceremonies uſually paid to a viceroy of that kingdom.

Here the admiral entered into a conference with count Daun; from whom he learned, that the Spaniſh army, conſiſting of thirty thouſand men, commanded by the marquis de Lede, had landed on the ſecond of July in Sicily, and had ſoon made themſelves maſters of the city and caſtle of Palermo, and of great part of the iſland; that they had taken the town of Meſſina, and were carrying on the ſiege of the citadel, &c.

After the conference, the admiral was ſplendidly entertained at dinner, and then lodged at the place of the duke de Matalona, which had been magnificently fitted up for his reception.

The next morning they had another conference, on the meaſures to be taken

in that conjuncture of affairs; when it was agreed, that the viceroy ſhould ſend two thouſand German foot, in tertans, to Meſſina, to relieve the citadel and fort St. Salvador, under the protection of the Engliſh fleet; which accordingly ſailed on the ſixth of Auguſt from Naples, and arrived on the ninth in ſight of the Faro of Meſſina.

Here the admiral, deſirous of trying every method of negociation, before he proceeded to the extremity of his orders, diſpatched his firſt captain with orders to Meſſina, with a letter to the marquis de Lede; wherein, after acquainting him upon what account he was ſent there, he propoſed a ceſſation of arms for two months, that their reſpective courts might have time to conclude ſuch reſolutions as might reſtore a laſting peace; but added, that, if he was not ſo happy as to ſucceed in this offer of his ſervice, he ſhould then be obliged to uſe all his force, to prevent farther attempts to diſturb the dominions his maſter ſtood engaged to defend.

The general returned for anſwer, that he

he had no powers to treat; and conſequently, could not agree to a ſuſpenſion of arms, but muſt follow his orders, which directed him to ſeize upon Sicily for his maſter the king of Spain.

According to the beſt accounts the admiral could receive, he was led to conceive, that the Spaniſh fleet was ſailed from Malta, in order to avoid him; and therefore, upon receiving the marquis's anſwer, he immediately weighed, with an intention to come with his ſquadron before Meſſina, in order to encourage and ſupport the garriſon in the citadel; but, as he ſtood about the point of the Faro of Meſſina, he ſaw two Spaniſh ſcouts in the Faro; and being informed at the ſame time by a felucca, which came from the Calabrian ſhore, that they ſaw from the hills the Spaniſh fleet lying by; the admiral altered his deſign, and, ſending away the German troops to Reggio, under the convoy of two men of war, he ſtood through the Faro with his ſquadron with all the ſail he could, after their ſcouts, imagining they would lead him to their's; which accordingly

they

they did: for, before noon, he had a fair view of their whole fleet lying-by, and drawn into a line of battle; which the admiral followed, and ſoon after came up with.

The conſequence was, that he engaged and entirely ruined them, while captain Watſon did the ſame by the other part of the fleet, which ſtood in for the Sicilian ſhore.

In 1719, Sir George, as ſoon as the whole fleet was joined, diſpatched his eldeſt ſon to England; who arriving at Hampton court in fifteen days, brought thither the agreeable confirmation of what public fame had before reported; namely, the entire defeat of the Spaniſh fleet; and upon which the king had written a letter to the admiral with his own hand.

In the mean time, the admiral proſecuted his affairs with great diligence; procured the emperor's troops free acceſs into the fortreſſes that were ſtill held out in Sicily; brought their Sicilian gallies from Malta; and ſoon after received a letter from the emperor, written with his own hand,

hand, accompanied with a picture of his imperial majeſty, ſet round with large diamonds, as a mark of the ſervices which had been rendered by his excellency to the houſe of Auſtria.

Early in the ſpring the admiral returned to Naples; where he adjuſted every thing with the viceroy and the German general for the reduction of Sicily.

Our admiral was received with great honour and reſpect at Genoa. At his arrival, the town ſaluted his flag with twenty-one guns, and his perſon with ten guns and twenty chambers; and the republic ſent off ſix deputies, three of the old and three of the new nobility, to compliment him upon his arrival.

After a ſtay of about three weeks, he ſailed with all the tranſports to Sicily, and arrived before Meſſina on the eighth of October; which ſo elevated the ſpirits of the army, then beſieging the citadel, that, upon the firſt ſight of the fleet, they made a vigorous attack upon a half-moon, and carried it. The admiral, repairing aſhore to the general's quarters, was embraced by

by him, and all the general officers, with the moſt tender marks of affection and gratulation, the whole army being overjoyed to ſee a man who brought them relief and ſucceſs, and every good that attended them.

In ten days after the admiral's arrival at Meſſina, the citadel ſurrendered to the Germans: after which Sir George reimbarked a great part of the army, and landed them upon another part of the iſland; by which means they diſtreſſed the enemy to ſuch a degree, that the marquis de Lede, commander of the Spaniſh forces, propoſed to evacuate the iſland; which the Germans were very deſirous of agreeing to, and ſent to Vienna for inſtructions: but the admiral proteſted againſt it, and declared that the Spaniſh troops ſhould never be permitted to quit Sicily and return home, till a general peace was concluded; and ſent his eldeſt ſon to Vienna with inſtructions, if the imperial court liſtened to the propoſal of the Spaniſh general, to declare, that his father could never ſuffer any part of the Spaniſh army to depart out of the iſland, till the king of

Spain

Spain haſt acceded to the quadruple alliance, or till he received poſitive inſtructions from England for that purpoſe. In this, Sir George certainly acted as became a Britiſh admiral; who, after having done ſo many ſervices for the imperialiſts, might ſurely inſiſt on their doing what was juſt in reſpect to us, and holding the Spaniſh troops in the uneaſy ſituation they now were, till they gave ample ſatisfaction to the court of London, as well as to that of Vienna.

The admiral, after he had ſettled all affairs in Sicily, ſailed, in Auguſt 1720, to Cagliari, in Sardinia: where he aſſiſted at the conferences of the miniſters and generals of the ſeveral powers concerned; wherein was regulated the manner of ſurrendering the iſland by the Spaniſh viceroy to the emperor, and the ceſſion of the ſame to the duke of Savoy; and, at the inſtance of this prince, the admiral did not depart, till he had ſeen the whole fully executed; the Spaniſh troops landed in Spain; and the duke of Savoy was put into quiet poſſeſſion of his new kingdom of Sardinia, in exchange

change for Sicily, according to the quadruple alliance: in all which affairs the admiral arbitrated ſo equally between them, that even the king of Spain expreſſed his entire ſatisfaction in his conduct to the Britiſh court: and his behaviour was ſo acceptable to the duke of Savoy, that his ſincere acknowledgements to him were accompanied with his picture ſet in diamonds.

Thus ended the war of Sicily, wherein the Britiſh fleet bore ſo illuſtrious a part, that the fate of the iſland was wholly governed by its operations; both agreeing, that the one could not have conquered, nor the other have been ſubdued, without it. Never was any ſervice conducted, in all its parts, with greater zeal, activity, and judgment; nor was ever the Britiſh flag in ſo high reputation and reſpect in thoſe diſtant parts of Europe.

After the performing ſo many ſignal ſervices, the admiral departed from Italy to attend his majeſty to Hanover; and the king, among many other gracious expreſſions of favour and ſatisfaction, told him, that he had found out the ſecret of obliging

ing his enemies as well as his friends; and, that the court of Spain had mentioned, with great acknowledgments, his fair and friendly behaviour in the proviſion of tranſports, and other neceſſaries, for the embarkation of their troops, and in protecting them from many vexatious oppreſſions that had been attempted. No wonder that a man endowed with ſuch talents, and ſuch a diſpoſition, left behind him in Italy, and other foreign parts, the character of a great ſoldier, an able ſtateſman, and an honeſt man.

During his majeſty's ſtay at Hanover, he began to reward the eminent ſervices of Sir George Byng, by making him treaſurer of the navy, and rear-admiral of Great Britain; and, on his return to England, one of his moſt honourable privy council.

In 1721, he was created a peer of Great Britain, by the title of viſcount Torrington, and baron Byng, of Southill, in Devonſhire: and, in 1725, he was inſtalled one of the knights of the Bath.

At his late majeſty's acceſſion to the throne, he was appointed firſt commiſſioner

of the admiralty; in which high ſtation he breathed his laſt, at his houſe in the Admiralty, of an aſthma, in June 1733, in the ſeventieth year of his age, and was buried at Southill, in Bedfordſhire.

During the time his lordſhip preſided in the admiralty, he laboured in improving the naval power of this kingdom; in procuring encouragement for ſeamen, who in him loſt a true friend; in promoting the ſcheme for eſtabliſhing a corporation for the relief of widows and children of commiſſion and warrant officers in the royal navy; and in every other ſervice to his country that he was capable of.

He married in 1692, Margaret, daughter of James Maſter, Eſq. of Eaſt-Landen, in Kent, by whom he had eleven ſons and four daughters; but only three of the former, and one of the latter, ſurvived him.

THE

THE LIFE OF

ADMIRAL GEORGE BYNG.

THE honourable George Byng, Eſq. the unhappy ſon of lord Torrington, was bred to the ſea, and roſe to the rank of admiral of the Blue, and in that ſtation was ſent with a Britiſh fleet, in 1756, to the relief of Fort St. Philip, in the iſland of Minorca, which had for ſome time been beſieged by the French. He arrived off Minorca, and, on the 20th of May, in the ſame year, engaged the French fleet, commanded by M. Galiſſoniere; but this engagement ended very little to the ſatisfaction of the Engliſh nation, and Minorca being ſoon after ſurrendered to the enemy, Mr. Byng was ſent for home, and tried by a court-martial, held on board the St. George, in Portſmouth harbour, which began on the 28th of December, 1756, and ended on the 27th of January following, when ſentence of death was paſſed upon him, for not doing

his utmoſt to take, ſeize, and deſtroy the ſhips of the French king. The court unanimouſly agreed, that he fell under part of the twelfth article of the act of the 22d of king George II for amending the laws relating to the government of his majeſty's ſhips; but at the ſame time drew up an addreſs to the lords of the admiralty, praying them to recommend admiral Byng to his majeſty's clemency. But this addreſs not being attended with ſucceſs, he was ſhot on board his majeſty's ſhip the Monarque, in Portſmouth harbour, on the 14th of March, 1757.

THE LIFE OF SIR FRANCIS DRAKE.

THIS naval commander was the ſon of Edmund Drake, a ſailor, and born near Taviſtock, in Devonſhire, in 1545. He was the eldeſt of twelve ſons, and was educated at the expence, and under the care, of Sir John Hawkins, who was his kinſman. At the age of eighteen, he was purſer of a ſhip trading to Biſcay; at twenty he made a voyage to Guinea; and at twenty-two, was appointed captain of the Judith. In that capacity he was in the harbour of St. John de Ulloa, in the gulph of Mexico, where he behaved with great gallantry under Sir John Hawkins, when that eminent commander was ſo treacherouſly uſed by the Spaniards; and he afterwards returned to England with great reputation, though exceedingly poor, having loſt all that he had before acquired in this expedition.

Upon this he conceived a deſign of making repriſals on the king of Spain. The

king of Spain's ſubjects had undone Mr. Drake, and therefore Mr. Drake thought he was at liberty to take the beſt ſatisfaction he could on the ſubjects of the king of Spain. This doctrine was very much reliſhed in England, and therefore he no ſooner made his deſign public, than he had numbers of volunteers ready to accompany him. Accordingly he made his firſt expedition in 1570, with two ſhips, and the next year with one only, in which he returned ſafe, if not with all the advantages that he expected; but we have no particular account of theſe voyages, or what he performed in them.

Captain Drake ſoon after laid the plan of a more important deſign, with reſpect both to himſelf and to his enemies. This he put in execution on the 24th of May, 1572; on which day he ſailed from Plymouth, himſelf in a ſhip called the Paſcha, of the burthen of 70 tons, and his brother, John Drake, in the Swan, of 25 tons burthen. In both veſſels he had ſeventy-three men and boys, with proviſions and

and neceſſaries for a year, together with ſufficient artillery and ammunition; and alſo three pinnaces, framed in ſuch a manner, as to be put together wherever he might have occaſion for them. With theſe ſhips he hoped to repair the loſſes that he had ſuſtained from the Spaniards in the Weſt Indies. He had ſo proſperous a voyage, that on the 28th of June he was within ſight of Guadalupe; and ſailing between that iſland and Dominica, towards the continent, he directed his courſe towards a bay, which in a former voyage he had called Port Pheaſant. Here he arrived on the 12th of July, and having moored his ſhips, ſet the carpenters to work to frame the pinnaces. The next day there came into the ſame bay an Engliſh bark, of the Iſle of Wight, commanded by captain James Rawſe, with a caraval, and a ſloop with oars, which he had taken from the Spaniards. Rawſe, who had ſeveral men on board that had ſailed with Drake on a former voyage, being informed of his deſigns againſt the Spaniards, was willing to join with him; and

and Drake, upon certain conditions, admitted him.

Captain Drake departed from Port Pheaſant on the 20th of July, and in three days came to the iſland of Pinas. Here he found two frigates belonging to Nombre de Dios; and from the negroes who were in theſe frigates, he got a particular account of the ſtate of that town, which he had formed a reſolution to attack. And having made every thing ready for the execution of his deſign, he left the command of the three ſhips, and the caraval, to captain Rawſe; and choſe himſelf to command the three pinnaces, and Rawſe's ſhallop, taking twenty of his men, and fifty-three of his own. On the 28th, he arrived at the iſland of Cattivas, where he landed: and having trained his men, he gave them their ſeveral arms, which till then had not been unpacked, as follows: ſix targets, ſix fire pikes, twelve pikes, four and twenty muſkets and callivers, ſixteen bows, and ſix partizans, with two drums and two trumpets.

The ſame afternoon they ſet ſail for Nombre

Nombre de Dios, and before ſun-ſet reached Rio Franciſco. Being come within two leagues of the point of the bay, they there rode at anchor till it was dark night. They then weighed again, and ſet ſail, and arrived at the town about three in the morning: at which time it happened that a Spaniſh ſhip, of ſixty tons, laden with Canary wines, which was but lately come into the bay, and had not yet furled her ſprit-ſail, ſeeing the four pinnaces, with an unuſual number of oars, ſent off her Gondaloe to give intelligence to the town. But Drake, getting between her and the place, forced her to go to the other ſide of the bay. He and his men then landed without any oppoſition, though they found a gunner upon the plat-form, in the very place where they landed, which was a ſandy bay, not above twenty yards from the houſes. There they found ſix large braſs cannon, mounted upon their carriages, which they immediately diſmounted: but the gunner eſcaping, the town took alarm, which they perceived not only by the noiſe and cries of the people, but by the bell ringing,

ringing, and the drums beating up and down the town. Drake had left twelve men to take care of the pinnaces, that in caſe of any miſcarriage he might be ſecure of a retreat. Having ſecured the platform before he entered the town, he thought fit to view the mount, on the eaſt ſide of the town, where he was informed the year before they had intended to plant ſome cannon. However, Drake found no cannon there; and thereupon ordered his brother, with John Oxenham, to go round behind the king's treaſure-houſe, and enter near the eaſt end of the market-place: whilſt he, with the reſt, marched with ſound of drum and trumpet up the broad ſtreet which led thither.

The fire pikes, which ſerved as well to terrify the enemy, as to give light to his own men, he divided equally between the two companies. The inhabitants ſtood amazed at ſo ſtrange a ſight; and hearing the ſound of drums and trumpets in more than one place, imagined their enemies to be far more numerous than they were. By this time ſome ſoldiers who were in the place,

place, and ſome of the inhabitants; had put themſelves in arms at one end of the market-place, near the governor's houſe, and not far from the gate of the town. Upon Drake's approaching them with his company, they diſcharged a volley of ſhot at them. The Engliſh having returned it, as well with their fire arms as their arrows, came immediately to a cloſe fight, and did great execution with their pikes, ſwords, and the but-ends of their muſkets. And captain Drake's brother coming in at the inſtant with the other company, the Spaniards threw down their weapons, and fled out of the town.

The Engliſh purſued them to the gate, and then returning, took their ſtand towards the middle of the market-place. And Drake having taken two or three Spaniards in their flight, he ordered them to ſhew him the governor's houſe, where he was informed the treaſure that came from Panama was depoſited. Accordingly he and his men being led thither, they found the great door open, a candle upon the ſtairs, and a fine horſe ſtanding ready ſaddled.

ſaddled. By means of the light, they ſaw a prodigious heap of ſilver in the lower room, being a pile of bars, as near as they could gueſs, ſeventy feet in length, ten in breadth, and twelve in height. Each of the bars, which were thus piled up againſt the wall, was about thirty or forty pounds weight. Drake gave ſtrict orders that none ſhould touch a bar of ſilver, but ſtand to their arms; becauſe the town was ſtill full of people, and there was in the king's treaſure-houſe, near the water-ſide, more gold and jewels than all their pinnaces could carry.

They were no ſooner returned to their arms than a report was brought by ſome of their men, that their pinnaces were in danger of being taken; and that if they did not get on board before day-light, they would be over powered by multitudes of ſoldiers and townſmen. Drake immediately ſent his brother, with John Oxenham, to enquire what had occaſioned this report. And they found the men, who were left to guard the pinnaces, very much diſheartened, becauſe they had ſeen great bodies

bodies of men running up and down, ſome with lighted matches, and ſome armed with different kinds of weapons.

In this inſtant a violent ſhower of rain fell, attended with thunder and lightening; ſo that before they could take ſhelter under a pent houſe, at the weſt end of the king's treaſure-houſe, ſome of their bow-ſtrings were wet, and their match and powder damaged. During this interval, which was about half an hour, ſome of the men began to murmur, and expreſs their diſcontent at the dangerous ſituation into which Drake had brought them. He being made acquainted with this, told them, that he had led them to the mouth of the treaſure of the world, which, if by their cowardice they went away without, they could only blame themſelves.

As ſoon as the fury of the ſtorm was in ſome meaſure abated, he being unwilling to give his men more time to raiſe difficulties, and the enemy an opportunity of aſſembling together, he ordered his brother, and John Oxenham, with their company, to break open the king's treaſure-houſe;

while he with his company ſecured the market-place, till their buſineſs was done. But in the inſtant, while he was diſtributing his orders, captain Drake's ſtrength, ſight, and ſpeech failed him, and he fainted with the loſs of a large quantity of blood, by a wound in his leg, which he had received at the beginning of the action, but which he had till then concealed, to prevent his men from being diſheartened.

When he was ſomewhat recovered, his company uſed all the perſuaſions they could, to induce him to go on board to have his wound dreſſed, promiſing to return with him again, and purſue their deſign. But he, having his ſcarf tied about his wound, and being ſenſible, that if they now loſt ground, it would be in vain to return to the charge, perſiſted in going on with what they had ſo happily begun. However, the major part of his men uniting againſt his reſolution, they carried him almoſt by force on board his pinnace, and put off from the ſhore with the booty that they had already gotten. Thus they abandoned the richeſt

richeſt ſpoil, ſays Mr. Lediard, that ever raiſed the expectation of ſuch adventurers; being, as they were afterwards informed, three hundred and ſixty tons of ſilver, and a far greater value in gold, which was in iron cheſts in the king's treaſure-houſe.

It was about break of day, on the 29th of July, when they embarked, having ſeveral men, beſides captain Drake, wounded; but none killed, excepting one of their trumpeters. Before they left the haven, to comfort themſelves under their diſappointment, they took, after ſome reſiſtance, the ſhip laden with wine which we have already mentioned, and carried her off with them to the iſland of Beſtimentes, about a league from Nombre de Dios; where they refreſhed themſelves two days, and then returned to their ſhips at the iſland of Pinas. Holding there a conſultation with captain Rawſe about what was beſt to be done in the preſent ſituation of affairs, the latter raiſed ſeveral difficulties, and thinking it was no longer ſafe to continue on that coaſt now they were diſcovered, was for departing. Drake readily

conſented that Rawſe ſhould depart, which he accordingly did; but as to his own part, he was ſo chagrined at the diſappointment he had met with, that he reſolved, at all events, to attempt ſome other exploit, which he hoped would prove more ſucceſsful.

Drake now departed with his two ſhips, and three pinnaces, for Carthagena, where he arrived on the 13th of Auguſt. And the ſame day he took two Spaniſh ſhips, one of which was two hundred and forty tons. The next morning he took two frigates more; and on the 15th he thought fit to burn one of his own ſhips, that he might have the more men to ſpare to man his pinnaces.

Drake continued a conſiderable time longer in theſe ſeas, and made himſelf maſter of many Spaniſh veſſels. In his return, he unexpectedly met with fifty mules laden with plate, of which he and his men carried off as much as they could, and buried the reſt. In theſe expeditions he was much aſſiſted by a nation of Indians, who were engaged in war with the Spaniards,

ards. The prince or captain of these people was named Pedro, to whom captain Drake presented a fine cutlass which he wore, and to which he saw the Indian had an inclination. Pedro, in return, gave him four large wedges of gold, which Drake threw into the common stock, with this remarkable expression, that "he "thought it but just, that such as bore "the charge of so uncertain a voyage on "his credit, should share the utmost ad-"vantages the voyage produced." Then embarking his men with all the wealth he had obtained, which was very considerable, he bore away for England, and was so fortunate as to sail in twenty-three days from Cape Florida to the isles of Scilly, and thence to Plymouth, where he arrived on the 9th of August, 1573.

Captain Drake's success in this expedition, together with his honourable behaviour towards his owners, gained him a high reputation, and the use he made of his riches a still greater: for fitting out three stout frigates at his own expence, he sailed with them to Ireland, where, under

Walter, earl of Eſſex, he ſerved as a volunteer, and performed many glorious actions. After the death of his noble patron, he returned into England, where Sir Chriſtopher Hatton, who was then vice-chamberlain to queen Elizabeth, privy counſellor, and a great favourite, took him under his protection, introduced him to her majeſty, and procured him her countenance. By this means he acquired a capacity of undertaking that grand expedition which will render his name immortal. The thing he firſt propoſed was, a voyage into the South Seas thro' the Streights of Magellan, which was what no Engliſhman had ever hitherto attempted. This project was well received at court, and in a ſhort time Drake ſaw himſelf at the height of his wiſhes; for in his former voyage, having had a diſtant proſpect of the South Seas, he put up an ardent prayer to God, that he might ſail an Engliſh ſhip in them, which he now found an opportunity of attempting, the queen's permiſſion furniſhing him with the means, and his own fame quickly drawing to him a ſufficient force.

The

The fleet with which he ſailed on this extraordinary undertaking, conſiſted of the following ſhips; the Pelican, commanded by himſelf, of the burthen of 100 tons; the Elizabeth, vice admiral, 80 tons, under captain John Winter; the Marygold, a bark of 30 tons, commanded by captain John Thomas; the Swan, a fly boat of 50 tons, under captain John Cheſter; and the Chriſtopher, a pinnace of 15 tons, under captain Thomas Moon. In this fleet were embarked one hundred and ſixty-four able men; and the ſhips were plentifully furniſhed with all kinds of proviſions and neceſſaries for ſo long and dangerous a voyage.

On the 15th of November, 1577, about three in the afternoon, Drake ſailed from Plymouth; but a violent ſtorm ariſing as ſoon as he was out of port, forced him in a very bad condition into Falmouth to refit; which having expeditiouſly performed, he again put to ſea on the 13th of December following. On the twenty-fifth of the ſame month, he fell in with the coaſt of Barbary, and on the 29th with

Cape

Cape Verd; on the 13th of March, he paſſed the Equinoctial; the 5th of April he made the coaſt of Brazil, and entered the river de la Plata, where he loſt the company of two of his ſhips; but meeting them again, and having taken out of them the proviſions on board, he turned them a-drift.

On the 29th of May he entered the port of St. Julian's, where he continued two months, for the ſake of laying in proviſions. And here it was that on a ſudden, having carried the principal perſons engaged in the ſervice to a deſart iſland lying in the bay, he called a kind of council of war, or rather court-martial, where he expoſed his commiſſion, by which the Queen granted him the power of life and death, which was delivered him with this remarkable expreſſion from her own mouth: "We "do account that he, Drake, who ſtrikes "at thee, does ſtrike at us." He then laid open with great eloquence the cauſe of this aſſembly; for though his education had been but indifferent, he was an excellent ſpeaker.

Drake

Drake departed from St. Julian on the 17th of Auguſt, and on the 20th entered the Streights of Magellan. After a difficult navigation of ſixteen days, he came out, on the 6th of September, into the great South Sea. But here he met with ſuch tempeſtuous weather, that he was forced back to the weſtward near an hundred leagues; and one of his ſhips, the Marygold, captain Thomas, was loſt. Near the 57th degree of ſouth latitude, he entered a bay, where he found a naked people ranging from one iſland to another, in canoes, to ſeek proviſions. Sailing northward from thence, on the 3d of October, he found three iſlands, in one of which was an extraordinary plenty of birds. On the 8th he loſt another of his ſhips, the Elizabeth, commanded by captain John Winter, which returned through the Streights, and arrived ſafe in England on the 2d of June of the year following, being the firſt ſhip that ever came back that way.

Drake had now only his own ſhip, which in the South Seas he new named the Hind; and proceeding along the coaſt of Chili, he

he came to an iſland called Moucha; where he had intelligence from an Indian, that a large Spaniſh ſhip lay loaden at Val Paraiſo, which he immediately ſailed in ſearch of. The Spaniards on board, who ſuppoſed the Engliſh coming towards them to be ſome of their own countrymen, beat their drums, and received them with teſtimonies of great joy. But the Engliſh, clapping them on board, immediately thruſt them under the hatches, and poſſeſſed themſelves of the ſhip; in which, according to ſome of our naval hiſtorians, was found four hundred pounds weight of Baldivian gold. Drake put the Spaniards on ſhore, but carried away the maſter with the ſhip.

He then plundered a neighbouring town, and afterwards landed at Tarapaſa, or Tarapaxa, where finding a Spaniard aſleep upon the ſhore, with thirteen bars of ſilver by him, to the value of four thouſand Spaniſh ducats, Drake cauſed them to be carried off, without ſo much as waking the man. Then entering the port of Arica, he found there three ſhips with not

a man

a man on board them; in which were, beſides other merchandize, fifty ſeven wedges of ſilver, each weighing twenty pounds. Hence he proceeded to Lima, the capital of Peru, where he ſeized twelve ſhips, and in them great quantities of ſilk, with a cheſt full of coined money; but they had not, we are told, ſo much as a boy on board any one of them: ſo great was the ſecurity of the Spaniards on theſe coaſts, where, on account of their great diſtance and remoteneſs from Europe, they feared no enemies; nor indeed had ever any one but Magellan, before Drake, navigated thoſe ſeas, except the Spaniards themſelves, who built there all the ſhips they had in thoſe parts.

Having ſet theſe ſhips a-drift, he, with all the ſail he could make, gave chace to the Cacofogo, a very rich ſhip, which he underſtood had lately ſailed from thence for Panama, and by the way met with a brigantine, out of which he took eighty pounds weight of gold, a crucifix of the ſame metal, ſome emeralds of a finger's length, and ſome cordage. In a few days after,

after, he came up with the Cacofogo, and ſhooting her fore-maſt by the board, preſently made himſelf maſter of her; wherein, beſides pearls and precious ſtones, he took eighty pounds weight of gold, thirteen cheſts full of ſilver coined, and a great quantity of other ſilver. And having removed all this into his own ſhip, he let the Cacofogo go.

Drake, continuing his courſe to the northward, ſailed along the coaſt of Mexico, and landing at Aguatulco, ſacked that town; and having now made more than ſufficient repriſals on the Spaniards for his former loſſes, he began to think of returning to England, to which he boldly attempted to find a paſſage by North America, ſailing to the latitude of forty two degrees on that coaſt; but then meeting with nothing but ſeverity of cold, and open ſhores covered with ſnow, he came back into the latitude of thirty-eight, and there putting into a convenient harbour in the north parts of California, met with a very kind reception from the Indians there; who by many ſignificant tokens offered,

we

we are told, to make him their king. To this country Drake thought fit to give the name of NEW ALBION; and raiſing a pillar, put an inſcription thereon, containing the name of queen Elizabeth, the date of the year, and the time of his arrival there, and under it ſome of the queen's coin.

Leaving this coaſt, he made ſail to the weſtward, and at length arriving at the Moluccas, he was kindly entertained by the king of Ternate, one of thoſe iſlands; from whence departing, he proſecuted his voyage through thoſe dangerous ſeas; but his ſhip ſtriking upon a rock, ſtuck faſt for ſeven and twenty hours, which put all his men in deſpair; but when they had lightened the ſhip, by throwing over-board eight of her guns, and ſome merchandize, a bearing gale of wind fortunately took her in the quarter, and heaved her off. Then touching at Java, where he received great civility from one of the kings of the iſland, he continued his courſe from the Cape of Good Hope, and thence to Rio Grande in Negroland; where taking in water, he made the beſt of his way for England.

And at length, on the 25th of September, 1580, he arrived happily at Plymouth; having, in leſs than three years, ſailed round the globe, to the great admiration of all ranks of people.

On the 4th of April 1581, queen Elizabeth going to Deptford, went on board captain Drake's ſhip, where ſhe dined, and afterwards conferred on him the honour of knighthood, and declared her abſolute approbation of all that he had done. Her majeſty likewiſe gave directions for the preſervation of his ſhip, that it might remain a monument of his own and his country's glory.

In 1585, Sir Francis Drake, who was now made an admiral, was ſent on an expedition againſt the Spaniards to the Weſt Indies, with a fleet of one and twenty ſail, having above two thouſand ſoldiers on board, under the command of Chriſtopher Carliſle. Taking the Cape Verd iſlands in their way, they landed at the iſland of St. Jago, and ſurprizing the chief town of the ſame name, ſacked the place, and carried off a conſiderable booty. From thence

thence proceeding to Hiſpaniola, they made themſelves maſters of the town of St. Domingo, the inhabitants whereof having redeemed it from being burnt with five and twenty thouſaud ducats, the fleet ſailed over to Carthagena, which, after a ſhort defence, was alſo taken by ſtorm, and ranſomed for an hundred and ten thouſand ducats, which were ſhared among the ſeamen and ſoldiers. The admiral then ſetting ſail for England, paſſed between Cuba and Jncatan; and going along the coaſt of Florida, ſeized and burnt St. Anthony's and St. Helen's, two ſmall towns that the Spaniards had abandoned; whence continuing his courſe along the ſhore, he came to Virginia, then an infant colony, lately ſettled by Sir Walter Raleigh. But the planters being reduced to a ſmall number, and diſtreſſed for want of proviſions, Sir Francis Drake, at their earneſt requeſt, took them on board, with their governor, Ralph Lane, and brought them home. Thus concluded this expedition, the booty taken from the enemy being valued at threeſcore thouſand pounds, beſides two

hundred pieces of braſs and iron cannon; but with the loſs of ſeven hundred men, who all, or moſt of them, died of the calenture

In 1587, Sir Francis was ſent out with a ſquadron to cruize againſt the Spaniards, and particularly with a view to interrupt the preparations they were making to invade England, and to deſtroy, if poſſible, the Spaniſh ſhipping, ammunition, and proviſions, in their own ports. On the 19th of April, he arrived in the bay of Cadiz, where he was oppoſed by twelve Spaniſh gallies, of which he ſunk two, and forced the others to retire under the caſtles. He then, under a dreadful fire from the forts and batteries, burnt one ſhip of 1500 tons, another of 1200, and thirty-one more from 1000 to 200 tons; beſides carrying away four ſhips laden with proviſions, deſigned for the expedition againſt England. Drake afterwards demoliſhed ſeveral forts on the coaſt of Spain, without the leaſt moleſtation from the Spaniſh admirals, whom he inſulted in their harbours. From whence he ſet ſail for the Azores

Azores iſlands, where he took the Don Pedro, a valuable ſhip.

In 1588, Sir Francis ſignalized himſelf in the defence of his country againſt the Spaniſh Armada, being appointed vice-admiral under the lord high admiral Howard. And here his good fortune attended him as remarkably as ever; for he made a prize of a large galleon, commanded by Don Pedro de Valdez, who yielded on the bare mention of his name. In this veſſel he found fifty thouſand ducats, which he generouſly diſtributed among the ſeamen and ſoldiers. It muſt not, however, be concealed, that, though an overſight of his, the lord-admiral ran the utmoſt hazard of being taken by the enemy; for Drake being appointed, the firſt night of the engagement, to carry lights for the direction of the Engliſh fleet, he being in full purſuit of ſome hulks belonging to the Hanſe Towns, neglected it; which occaſioned the lord admiral's following the Spaniſh lights, and remaining almoſt in the centre of their fleet till morning. However, Drake's ſucceeding ſervices ſuffici-

ently effaced the memory of this miſtake, the greateſt execution done on the flying Spaniards being performed by the ſquadron under his command.

In 1589, Sir Francis commanded as admiral at ſea, the fleet ſent to reſtore Don Antonio, king of Portugal, the command of the land forces being given to Sir John Norris. They were but juſt at ſea, before the commanders differed; though it is on all hands agreed, that there never was an admiral better diſpoſed with reſpect to ſoldiers, than Sir Francis Drake. The ground of their difference was this, the general was bent on landing at the Groyne, whereas Sir Francis, and the ſea officers, were for ſailing to Liſbon directly; in which, if their advice had been taken, there is little reaſon to doubt but that their enterprize would have ſucceeded, and Don Antonio been reſtored. For it afterwards appeared, on their invading Portugal, that the enemy had made uſe of the time they gave them to ſo good purpoſe, that it was not poſſible to make any impreſſion. Sir John Norris, indeed, marched by land to Liſbon,

Liſbon, and Sir Francis Drake very imprudently promiſed to ſail up the river with his whole fleet; but when he ſaw the conſequences which would have attended the keeping his word, he choſe rather to break his promiſe, than to hazard the queen's navy; for which he was grievouſly reproached by Norris, and the miſcarriage of the whole affair was imputed to his failure of performing what he had undertaken. Yet Sir Francis fully juſtified himſelf on his return; for he made it manifeſt to the queen and council, that all the ſervice that was done, was performed by him; and that his ſailing up the river of Liſbon, would have ſignified nothing to the taking the caſtle, which was two miles off, and that, without reducing it, there was no taking the town.

Sir Francis Drake's next ſervice was, the fatal expedition againſt the Spaniſh Weſt Indies, in 1595, in conjunction with Sir John Hawkins. The next day after the death of Hawkins, Drake made a deſperate attack on the ſhipping in the harbour of Porto Rico. This was perform-

ed

ed with all the courage imaginable, and with great loſs to the Spaniards, but with little advantage to the Engliſh, who meeting with a more reſolute reſiſtance, and much better fortifications than they expected, were obliged to ſheer off. Admiral Drake then ſteered for the main, where he took the town of Rio de la Hacha, which he burnt to the ground, a church, and a houſe belonging to a lady, only excepted. After this he deſtroyed ſome other villages, and then proceeded to Santa Martha, which he likewiſe burned. He alſo made himſelf maſter of the famous town of Nombre de Dios, which he deſtroyed likewiſe, with all the ſhipping there, after a ſhort reſiſtance from the Spaniards. Sir Thomas Baſkerville, who commanded the land forces, then marched with ſeven hundred and fifty men towards Panama; but returned ſoon after, finding the deſign of taking that place abſolutely impracticable. This diſappointment greatly chagrined Sir Francis Drake; however, he then reſolved to proceed towards the iſland of Eſcudo, and from thence

thence to Porto Bello; but before he could carry his deſign into execution, he was ſeized with a bloody flux, which carried him off on the 28th of January, 1595-6, in the fifty-firſt year of his age.

Thus ended the life of Sir Francis Drake; one of the moſt able, active, and courageous ſeamen, that England ever produced. He was of a low ſtature, but had a broad open cheſt, a very round head, his hair of a fine brown, his beard full and comely, his eyes large and clear, of a fair complexion, with a freſh, chearful, and very engaging countenance. As navigation had been his whole ſtudy, ſo he underſtood it thoroughly, and was a perfect maſter in every branch, eſpecially in aſtronomy, and in the application of it to the nautic art. His enemies alledged, that he was of an oſtentatious temper, ſelf-ſufficient, and an immoderate ſpeaker. But it is acknowledged, that he ſpoke with much gracefulneſs, propriety, and eloquence: and it appears that he always encouraged and preferred merit, whereſoever he found it, and was affable and eaſy of

of acceſs. He was prone to anger, and too fond of flattery; but he was a ſteady friend, and extremely liberal and generous. His voyage round the world will ever remain an inconteſtible proof of his courage, fortitude, public ſpirit, and capacity. He had the felicity to be always a favourite with queen Elizabeth; and ſhe gave a remarkable proof of it in regard to a quarrel between him and his countryman, Sir Bernard Drake, whoſe arms Sir Francis had aſſumed; which ſo provoked the other, who was a ſeaman likewiſe, that he gave him a box on the ear. Upon this, the queen took up the quarrel, and gave Sir Francis a new coat, which is thus emblazoned: SABLE A FESS WAVY between two pole ſtars argent; and for his creſt, a ſhip on a globe under ruff, held by a cable, with a hand out of the clouds; over it this motto, "AUXILIO DIVINO;" underneath, "SIC PARVIS, MAGNA;" in the rigging is hung up by the heels a wivern gull, which was the arms of Sir Bernard Drake.

Sir Francis Drake died without iſſue, but

but he left behind him a widow, Elizabeth, daughter and ſole heireſs of Sir George Sydenham, of Combe Sydenham, in the County of Devon, knight, who afterwards married William Courtenay, Eſq. of Powderham-caſtle, in the ſame county. Our brave admiral was elected burgeſs for the town of Boſſiney, or Tintagal, in the county of Cornwall, in the parliament held in the twenty-ſeventh of queen Elizabeth; and for the town of Plymouth, in Devonſhire, in the thirty-fifth of that reign.

THE

THE LIFE OF ADMIRAL FENTON.

THIS gentleman was an experienced ſeaman and gallant officer, in the reign of queen Elizabeth, and was deſcended from an ancient family in Nottinghamſhire. He ſerved for ſome time with great reputation in Ireland; and afterwards accompanied Sir Martin Forbiſher in two voyages, for the diſcovery of the north-weſt paſſage in 1577 and 1578, in the laſt of which he commanded the Judith, and had the title of rear-admiral. In 1582 he ſailed with three ſtout ſhips and a bark, to diſcover that paſſage by the way of the South Seas, but upon receiving information, that the king of Spain had intelligence of his project, and had ſent a ſtrong fleet into the ſtreights of Magellan to intercept him, he put into a Portugueſe ſettlement to careen, where he met with three of the Spaniſh ſquadron, one of which was the vice-admiral, which he ſunk, after a very briſk engagement, and then returned home. He died in 1603, and was buried at Deptford, where an handſome monument was erected to his memory.

THE

THE LIFE OF ADMIRAL FITZWILLIAM.

WILLIAM FITZWILLIAM, earl of Southampton, was the ſecond ſon of Sir Thomas Fitzwilliam of Aldwarke, in the county of York, knight. In 1510, he was appointed one of the eſquires of the body to king Henry VIII. and in 1513, was one of the chief commanders in the fleet ſent againſt France, when he was wounded by an arrow in attempting to deſtroy the French fleet at Breſt. Soon after he attended king Henry at the ſiege of Tournay, and received the honour of kighthood for his gallant behaviour. In 1520, he was vice-admiral of England, and employed in guarding the Channel, and in January 1521-2, put to ſea, with a ſtrong fleet of twenty-eight ſail, and ſoon after aſſiſted in the taking of Morlaix, in Brittany, and in the burning of ſeveral villages, with the town of Marguiſon, which was newly built and

fortified. In 1523, he was promoted to the rank of admiral, and diſpatched with a ſtrong fleet, in order to intercept John Duke of Albany, regent of Scotland, whom the king of France was preparing to ſend into that kingdom, in order to invade England; but miſſing of him, he landed at Treport, in Normandy, and burnt the ſuburbs of that town, with ſeveral ſhips in the harbour, though there were but ſeven hundred Engliſh oppoſed by ſix thouſand French. He was afterwards employed in ſeveral negociations; was conſtituted knight of the garter, and chancellor of the duchy of Lancaſter; he was at length made admiral of England, Wales, Ireland, Normandy, Gaſcony, and Aquitaine; in 1527, created earl of Southampton; and in 1539, was appointed lord privy ſeal. He died in 1542. It is recorded of this great perſonage, that while he was admiral, there was not a ſerviceable man under him whoſe name he did not know, not a week paſſed but he paid his ſhips, and not a prize was taken but his ſeamen ſhared in it as well as himſelf.

THE

THE LIFE OF

SIR MARTIN FROBISHER.

SIR Martin Frobiſher was born near Doncaſter, in Yorkſhire, and was from his youth early educated in a manner ſuitable to the profeſſion he afterwards embraced. He was the firſt Engliſhman who attempted to find a north-weſt paſſage to China, and in 1576, he ſailed with two barks and a pinnace, in order to attempt that paſſage; in this voyage he diſcovered a cape, to which he gave the name of queen Elizabeth's Foreland, and the next day diſcovered a ſtreight to which he gave his own name. This voyage proving unſucceſsful, he attempted the ſame paſſage in 1577, but diſcovering ſome ore in an iſland, and his commiſſion directing him in this voyage only to ſearch for ore, and to leave the farther diſcovery of the north-weſt to another time, he returned to England. The gold ore he brought having the appearance of great riches and profit, and the hopes of a north-

weſt paſſage to China being greatly increaſed by the ſecond voyage, queen Elizabeth ſent a fleet, with one hundred adventurers, who willingly offered to ſtay in that cold and deſert country all the year round, forty of whom were mariners for the uſe of the ſhips, thirty miners to dig the ore, and thirty ſoldiers to guard the whole company, in which laſt number were included the refiners, bakers, carpenters, and other uſeful perſons. He ſailed with fifteen ſhips, twelve of which were to return at the end of ſummer with a lading of gold ore; but being obſtructed by the ice, and driven out to ſea by a violent ſtorm, they, after encountering many difficulties, returned home, without making any ſettlement, but brought a large quantity of ore. He afterwards commanded the Aid in Sir Francis Drake's expedition to the Weſt Indies, in which St. Domingo in Hiſpaniola, Carthagena, and Santa Juſtina, in Florida, were taken and ſacked. In 1588, he bravely exerted himſelf in defence of his country, againſt the Spaniſh Armada, when he commanded the Triumph, one of the largeſt ſhips in that ſervice; and as a reward

for

S.r Martin Forbisher
S.r John Hawkins

for his diſtinguiſhed bravery, received the honour of knighthood from the lord high-admiral at ſea. He afterwards commanded a ſquadron, which was ordered to cruize on the Spaniſh coaſt, and, in 1592, took two valuable ſhips and a rich carrac. In 1594, he was ſent to the aſſiſtance of Henry IV. king of France, againſt a body of the Leaguers and Spaniards, who had ſtrongly fortified themſelves at Croyzon near Breſt; but in an aſſault upon that fort, on the 7th of November, Sir Martin was unfortunately wounded with a ball in the hip or ſide, of which he died ſoon after the fleet arrived at Plymouth, and was buried there.

THE LIFE OF SIR JOHN HAWKINS.

SIR John Hawkins, who was a celebrated admiral, in the reign of queen Elizabeth, was born at Plymouth, in 1520. After learning the mathematics at ſchool, and the practice of Navigation from his father, who was himſelf a good ſea-officer, he began when very young, to undertake thoſe expeditions, which have rendered his name ſo famous. He was one of the firſt Engliſhmen who attempted the ſlave trade to the coaſt of Guinea, to which, between the years 1562 and 1568, he made three voyages. In the defeat of the Spaniſh Armada, in 1588, this gentleman acted as rear-admiral, and had ſo conſiderable a ſhare in it, that the queen rewarded him with the honour of knighthood, and the place of treaſurer of the navy. About the year 1594, he ſet ſail with Sir Francis Drake, on an expedition againſt the Spaniſh Weſt Indies; but being thwarted in his meaſures

measures by his colleague, he was seized with a fit of melancholy, attended with a fever, which put a period to his life. He died on the 21st of November, 1595, in sight of the island of Porto Rico.

THE LIFE OF SIR EDWARD HOWARD,

Lord High-Admiral of England.

THIS gallant seaman was the second son of Thomas, earl of Surry, and afterwards duke of Norfolk. We have no certain account of the exact time of his birth. He began very early, however, to testify his inclination to the sea service, for in 1492, when he was a very young man, he went out in a fleet commanded by Sir Edward Poynings, with a view of acquiring skill in naval affairs, aad in the art of war. The fleet which Poynings commanded, consisting of twelve sail, was sent

ſent by king Henry VII. to aſſiſt the duke of Burgundy againſt his rebellious ſubjects. In conſequence of this aſſiſtance from the king of England, the duke was enabled to regain poſſeſſion of the town and port of Sluys, which had been ſeized by his enemies. And in the courſe of this expedition, our young and noble ſeaman gave proofs of extraordinary bravery, and had on that account the honour of knighthood conferred on him. He gave frequent inſtances of his courage during the ſame reign; and on the acceſſion of Henry VIII. that monarch made choice of him for his ſtandard-bearer; which in thoſe days was not only a mark of particular favour, but of the higheſt confidence and reſpect.

In 1511, Sir Andrew Barton, a Scotch ſeaman, with two ſtout veſſels, committed piracy on the Engliſh coaſts, and greatly interrupted the trade and navigation of the kingdom. His pretence was, letters of repriſal granted him againſt the Portugueſe, by James III. late king of Scotland: and under colour of this he ſeized and plundered what ſhips he pleaſed, alledging,

S.r Edw.d Howard L.d High Admiral.
Charles Howard.

ledging, that they had Portugueſe goods on board. Complaint being made of theſe grievances to the privy council of England, Sir Edward Howard's father, the earl of Surrey, declared, "That the narrow ſeas ſhould not be ſo infeſted, whilſt "he had an eſtate that could furniſh a "ſhip, or a ſon who was capable of commanding one." And accordingly two ſhips were immediately fitted out by Sir Edward Howard, and his elder brother Sir Thomas, and probably at his father's expence. Sir Thomas Howard, it is ſaid, ſerved under his younger brother on this occaſion, on account of the ſuperior ſkill and experience of the latter. Theſe two gallant brothers having been ſome days at ſea, were ſeparated by a ſtorm, which gave Sir Thomas an opportunity of coming up with Sir Andrew Barton, in the Lyon. An obſtinate engagement immediately enſued, the ſucceſs of which was only doubtful. Barton, the Scotch commander, who was a bold and experienced ſeaman, having under him a determined crew, made a very deſperate defence; but he was at

length killed, having to the laſt encouraged his men with his whiſtle. The commander being now dead, the ſhip was ſurrendered to Sir Thomas Howard. Sir Edward Howard, in the mean time, came up with Barton's other ſhip, which was named the Jenny Perwin, a very ſtrong veſſel, and exceedingly well manned. After a ſharp engagement, Sir Edward Howard made himſelf maſter of this ſhip alſo. And both the Scotch veſſels, with the ſurviving part of their crews, which were in number one hundred and fifty men, were triumphantly brought into the river Thames, by the two noble brothers. The priſoners, having been ſome time confined, were afterwards ſet at liberty. James IV. then king of Scotland, highly reſented this action, and ſent ambaſſadors to the king of England, to demand ſatisfaction. But Henry returned him this anſwer, "That puniſhing pirates "was never conſidered as a breach of peace "among princes."

Sir Edward Howard's character for courage and naval abilities was now ſo well eſtabliſhed, that in 1512, he was appointed

ed lord high admiral of England *. King Henry having entered into a war with France, the marquis of Dorſet was ſent with a conſiderable army into Biſcay, in order to penetrate that way into the province of Guienne. The marquis and his troops were convoyed by Sir Edward Howard; and when the forces were landed, the lord admiral put to ſea again with his ſquadron. He arrived on the coaſts of Brittany, and having firſt cleared the ſea of the enemy, he landed ſome of his men about Conquet and Breſt, who burnt ſeveral towns, and laid waſte the country for ſeveral miles round. The French endeavoured to repreſent this as a mean way of making war upon helpleſs women, and defenceleſs villages. But Sir Edward replied, "That it was the duty of brave "men to be guardians to both; and that "he ſhould not be directed by an enemy

* He had ten ſhillings a day for his pay; each of his captains eighteen-pence; and every ſoldier, mariner, and gunner, ten ſhillings every lunar month, for wages and victuals. Extraordinary payment in thoſe days!

"in

" in his manner of making war." The French monarch, alarmed at the Engliſh admiral's ſucceſs, immediately aſſembled a powerful fleet to oppoſe his progreſs. King Henry, having information of this, ordered five and twenty ſhips of war to be fitted out without delay, to go to the aſſiſtance of the lord admiral; and he went himſelf to Portſmouth to haſten the armament. Among theſe ſhips were two of a very large ſize, the one called the Regent, which was commanded by Sir Thomas Knevet; and the other, named the Sovereign, by Sir Charles Brandon, afterwards duke of ſuffolk. When Sir Edward Howard had received this reinforcement, his fleet conſiſted of forty-five ſail. He immediately determined to attack the enemy, who were now ready to come out of the harbour of Breſt. The French fleet, according to lord Herbert, conſiſted of thirty-nine ſhips. The French admiral, whoſe name was Primauget, or, as ſome ſay, Porſmoguer, was a very brave ſeaman; and the ſhip he commanded, which was called the Cordelier, was ſo large as to be able to carry twelve hundred men, exclu-

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cluſive of mariners. Sir Thomas Knevet, however, in the Regent, which was a much ſmaller ſhip, attacked and boarded the French admiral. The action was maintained for ſome time with great bravery on both ſides. But at length the French ſhip took fire; and that and the Regent being cloſely grappled together, they both blew up, and ſixteen hundred gallant men, beſides the two commanders, periſhed in an inſtant. This fatal ſtroke appears to have thrown both fleets into conſternation; for though they had been for ſome time engaged, they ſoon after ſeparated, without proceeding to any further hoſtilities on either ſide.

In the year 1513, Sir Edward put to ſea again, with forty-two ſhips of war, beſides ſmall veſſels, and forced the French into the harbour of Breſt. He alſo made frequent deſcents upon the coaſts France, and ravaged the country round about. The French king, therefore, ordered Pregent, one of the ableſt ſea officers, to ſail from Toulon with a ſquadron of gallies; and after joining the Breſt fleet, to come out and

fight the Engliſh, Sir Edward Howard received information of this deſign, and formed a plan for burning the French ſhips in the harbour. He was ſo ſanguine of his ſucceſs in this affair, that he acquainted the king with it, and invited him to be preſent at ſo glorious an action; deſiring that the king ſhould rather have the honour of deſtroying the French naval force, than himſelf. But Sir Edward's letter being laid before the council, they were of very different ſentiments, conſidering the affair as by much too hazardous for his majeſty's perſon to be expoſed in it. They, therefore, wrote to the admiral, commanding him not to ſend excuſes, but to do his duty. Sir Edward was extremely piqued at this language; ſuppoſing that, from his well known bravery, he ought not to have been ſubjected to ſuch a reproof. However, he immediately prepared to enter the harbour. And for this purpoſe he ordered about fifteen hundred men into his boats, which brought the French, to the number of ten thouſand, down to line the ſhore: the admiral, however, at length found his deſign

to

to be impracticable; for the French ſhips lay under the cover of their fortifications, and of a line of twenty-four large hulks laſhed together, and which they intended to have ſet on fire, if the Engliſh had forced them to an engagement. Sir Edward put the beſt face he could upon this diſappointment; and in the mean time received information, that Pregent, with ſix gallies and four tenders, was arrived in Conquet bay, a little below Breſt, and only waited for an opportunity of entering the harbour. The lord admiral hereupon ſent a frigate to reconnoitre the ſituation of the enemy, whom they perceived at an anchor between two rocks, on each of which ſtood a ſtrong fort, and ſo far up the bay, that it was not poſſible to bring any of the Engliſh ſhips of force to bear upon them. Sir Edward Howard, however, determined to attack them; and accordingly he manned the only two gallies he had in his fleet with ſome of his braveſt men; and with two row barges and two tenders, he entered the bay. One of the gallies was commanded by himſelf, the other by lord Ferrers. The chief

officers under them were Sir Thomas Cheney, Sir John Wallop, Sir Henry Shirburn, and Sir William Sidney. There being a briſk gale of wind, they ſoon came up with the enemy; and Sir Edward Howard immediately attacked the French admiral, armed with his ſword and target, he undauntedly entered the ſhip of his enemy, having only eighteen Engliſhmen and one Spaniard attending him. But he had no ſooner boarded the French veſſel, than the grappling-tackle, which faſtened his galley to that of the enemy, either ſlipped, or was cut aſunder. Thus was the gallant admiral left to the mercy of the enemy. But he diſdained that ſafety which could be only purchaſed by captivity. He, therefore, took his whiſtle (which in thoſe days, we are told, was the badge of ſupreme command at ſea) from his neck, and threw it into the ſea; into which, he himſelf, with ſeventeen of his followers, was immediately puſhed by the pikes of his enemies.

The death of the lord admiral ſo diſcouraged the ſeamen, that the Engliſh fleet ſoon

ſoon after returned home, without any further attempts upon the enemy.

Such was the immature death, on the 25th of April, 1513, of Sir Edward Howard, knight of the garter, and lord high-admiral of England. He had great ſkill in maritime affairs, and poſſeſſed an extraordinary degree of bravery. It was his avowed maxim, "That a ſeaman never did "good, who was not reſolute to a degree "of madneſs." He was a warm friend to the intereſt of his country, and at all times ready to hazard his life and fortune in its defence. He was, however, not for promoting war on every trivial occaſion; for he was an able ſtateſman, a free ſpeaker, as well as a great ſeaman.

THE

THE LIFE OF

THOMAS HOWARD,

Earl of Surrey, Duke of Norfolk, and Lord High-Admiral of England.

THIS gentleman was the eldeſt ſon of Thomas, earl of Surry, afterwards duke of Norfolk, and brother to the brave lord admiral, the ſubject of the preceding pages. We began with the younger brother firſt, becauſe, though he was the junior ſon, he was the elder admiral; and alſo becauſe the occurrences in the life of the elder brother carry us down to a much later period than thoſe of the younger. Sir Thomas Howard early diſtinguiſhed himſelf for his courage, and thirſt for military glory. He engaged in the expedition againſt Sir Andrew Barton, in conjunction with his brother Sir Edward, as related in the preceding life; and had himſelf the honour of taking Barton's ſhip. He attended the marquis of Dorſet in his expe-

expedition against Guienne, which was rendered unsuccessful by the insincerity of Ferdinand, king of Spain: and the marquis falling sick, Sir Thomas Howard succeeded him, and shewed great conduct in bringing home the remainder of the English army.

A few months after the arrival of Sir Thomas in England, he received the ill news of his brother, the lord admiral's death; whereupon the king immediately appointed him his successor. This promotion was very agreeable to Sir Thomas, as he was extremely desirous of revenging his brother's death upon the enemy. Before he set out to take upon himself the command of the fleet, he petitioned, that each ship should have a larger compliment of men. In the mean time Pregent, the French admiral, encouraged by the death of Sir Edward Howard, and the consequent return of the fleet which had been under his command, had made a descent upon the coast of Sussex, and committed some disorders there; but receiving information, that the English

liſh fleet was again putting to ſea, he made the beſt of his way to the coaſt of France. And Sir Thomas Howard was ſo active, and ſcoured the ſeas of French veſſels in ſuch a manner, that not a bark of that nation durſt appear. On the firſt of July, 1513, he landed in Brittany, ravaged a part of the country, and burnt a conſiderable town.

King Henry was now in France, employed in the ſiege of Terouenne. James IV. king of Scotland, embraced this opportunity of invading England, ſuppoſing he ſhould find that kingdom unprepared for its defence. But he ſoon diſcovered his miſtake. The earl of Surrey, father to the lord admiral, marched againſt him with a conſiderable army; and Sir Thomas Howard, receiving information of the Scottiſh king's invaſion, immediately landed five thouſand veteran troops, and marched at the head of them to join his father. The earl of Surrey, having received this reinforcement, ſent an herald to the king of Scotland, to offer him battle: and Sir Thomas Howard ſent him word

word at the ſame time, that he was come to anſwer for the death of Sir Andrew Barton. The Scottiſh king had in all his manifeſtoes mentioned the death of Barton, as one of the cauſes of the war. Sir Thomas Howard, therefore ſeems to have thought himſelf obliged, in point of honour, to give ſome ſatisfaction for that affair in perſon. This defiance from the earl of Surrey and his ſon, produced the famous battle of Flodden field, which was fought on the eighth of September, 1513. Sir Thomas Howard commanded the vanguard, and greatly contributed to the glorious victory which the Engliſh then obtained, by the valour and military ſkill which he exerted on that important occaſion. In conſideration of the great merits and ſervices of the earl of Surrey and his ſon, king Henry, in 1514, created the earl, duke of Norfolk, and his ſon, the lord admiral, earl of Surrey, and he accordingly took his ſeat in the houſe of peers, not as a duke's ſon, but according to his creation.

A peace being now concluded with France, the martial talents of the new earl of

of Surrey lay for ſome time unemployed. His father, the Duke of Norfolk, was lord high treaſurer, but at great variance with cardinal Wolſey; and as to the earl of Surrey, his animoſity againſt him was ſo great, that we are told he one day drew his dagger on the haughty prelate. In 1519, the earl of Surrey was appointed lord deputy of Ireland. That kingdom was then in ſuch diſorder, and the Iriſh chiefs were ſo exceedingly turbulent, that this was a very troubleſome poſt. The earl of Surrey, however, by his vigilance and activity, ſuppreſſed Deſmond's rebellion, humbled the O'Neals and O'Carrols, and without exerciſing ſeverity, brought the affairs of Ireland into good order. He gained the affections of the people, and held a parliament at Dublin in 1521; after which he was recalled; but on his quitting the iſland, he left it in great tranquility.

In 1522, king Henry again entered into a war with France; and having at the ſame time engaged in an alliance with the emperor Charles V. that prince, in conſequence of this alliance, joined his naval force

force with that of England. The emperor's fleet conſiſted of one hundred and eighty ſail; and the lord admiral, the earl of Surrey, by eſpecial permiſſion from king Henry, received the emperor's commiſſion to be admiral alſo of the Imperial fleet. With theſe united fleets, the earl of Surrey ſailed to the coaſt of Normandy. He landed ſome of his troops at Cherburgh, and ravaged all the adjacent country; after which, re embarking his men, he returned to Portland. In a few days after, he again ſet ſail, and landed a very large body of troops on the coaſt of Brittany. He attacked the town of Morlaix, took it by ſtorm, and plundered it. He alſo burnt ſeventeen ſail of French ſhips on the coaſt, and then returned, with a very rich booty, to Southampton. But he previouſly detached a ſquadron, under the command of vice-admiral Fitzwilliam, with orders to continue cruizing, and ſcouring the ſea. On the earl of Surrey's arrival at Southampton, he found the emperor Charles there, ready to embark for Spain, he having been ſome time in England on a viſit to king Henry. The lord admiral, there-

therefore, took the emperor on board his ſhip, and ſafely convoyed him to the port of St. Andero in Biſcay.

In the fourteenth of the reign of king Henry, the old duke of Norfolk, wearied with the fatigue of public buſineſs, reſigned his office of lord treaſurer, which the king conferred upon his ſon the earl of Surrey. He was alſo entruſted by the king with the army raiſed to invade Scotland, and in the ſtation of general did conſiderable ſervice againſt the duke of Albany. Before that nobleman's arrival in Scotland, he ravaged all Tweedale and March with great ſeverity. But a truce being concluded with the Scots in 1523, the earl of Surrey returned home, and diſmiſſed his troops.

During this period, Thomas, duke of Norfolk, father to our earl of Surrey, died, in conſequence of which the latter became duke of Norfolk. He was afterwards alſo conſtituted earl marſhal of England; he attended king Henry into France, and was ſent principal ambaſſador to the French king, when that monarch was proceeding to an interview with the pope.

In

In the twenty-eighth year of this reign, he aſſiſted the earl of Shrewſbury in ſuppreſſing a formidable rebellion; and in 1542, he was again appointed to command an army againſt the Scots, in which expedition he acquitted himſelf with his uſual ability and bravery.

Though the duke of Norfolk had, by many important ſervices, proved himſelf to be an honeſt and able ſervant to the crown; yet the enemies of the Norfolk family found means to work the king up into a perſuaſion, that the duke of Norfolk, and his ſon Henry, earl of Surrey, were in a plot to ſeize upon his perſon, and to engroſs the government into their own hands; and ſome private diſſentions which at this time prevailed in the duke of Norfolk's family, contributed greatly to forward the deſigns of his enemies. His dutcheſs, who was daughter of Stafford, duke of Buckingham, who had ſuffered in this reign, had long ſuſpected her huſband of infidelity to her bed; and the duke, by his behaviour, we are told, ſeemed very indifferent about removing her

jealouſy. The ducheſs, therefore, deſirous of revenge, gave information to the duke's enemies of whatever ſhe could diſcover, either of his ſecrets or reſentments. Elizabeth Holland alſo, a miſtreſs of the duke's, was prevailed upon to give all the information ſhe could both againſt the father and the ſon, who hated her. There were miſunderſtandings alſo among other branches of the duke's family; and his enemies took advantage of this, to collect together whatever they could againſt him. But when they had done, the whole hardly amounted to the colour of an accuſation. However, the duke of Norfolk, and his ſon, the earl of Surrey, were both committed to the Tower. The evidence of the dutcheſs of Norfolk againſt her huſband, amounted to little more than complaints of the duke's infidelity, and his uſing her ill. As to Mrs. Holland, ſhe depoſed, that the duke had in confidence told her, that he was hated by the king's council, many of whom were not born noblemen, and on account of his affection to the popiſh doctrine of the ſacrament; that he had complained,

that

that he was not in the cabinet council; and had ſaid, that the king was now ſo corpulent and diſeaſed, that he was let up and down ſtairs by an engine. She alſo declared, that the duke had ſaid that his majeſty was ſickly, and could not hold out long; and that the realm was likely to be in an ill caſe through diverſity of opinions. And that he had alſo ſaid, that the king loved him not, becauſe he was too much loved in his country; but that he would follow his father's leſſon, which was, that the leſs others ſet by him, the more he would ſet by himſelf.

The duke of Norfolk was ſo cloſely confined, that he was obliged to petition the lords of the council, to be allowed ſome books; for, ſaid he, "unleſs I may have "books to read 'ere I fall on ſleep, and "after I awake again, I cannot ſleep, nor "did not this dozen years." Nay, ſo little regard was paid to the merits or dignity of the noble duke, that he was obliged to petition even for ſheets! He wrote a pathetic letter to the king, in which he pleaded his paſt ſervices, and

proteſted his innocence. But Henry was by no means pacified. The duke was at length prevailed upon, in hopes of appeaſing Henry, to make a ſubmiſſion, and ſign a confeſſion; in which, however, the greateſt crime he acknowledged, was, his having concealed the manner in which his ſon bore his coat armour. As to the earl of Surrey, he was brought to his trial, and, on very trivial pretences, condemned and executed. A bill of attainder againſt the duke of Norfolk was brought into the houſe of peers, where it paſſed without his being ſuffered to ſpeak in his own defence, and was ſent down to the commons. The king was now in a dangerous ſituation, and haſtening faſt towards his end; and having harboured a notion, that the duke of Norfolk might diſturb the tranquility of his young ſucceſſor, prince Edward, and fearing leſt the duke ſhould eſcape him, he ſent a meſſage to the commons, deſiring them to haſten the bill. The commons accordingly complied, and paſſed the bill; and the king, having given the royal aſſent to it by commiſſioners, iſſued orders for the execution of

of the duke of Norfolk on the morning of the 29th of January, 1547. But the king himſelf expired early in the morning of the preceding day. The lieutenant of the Tower, therefore, deferred the execution of the warrant; and it was not thought expedient by the council, to begin a new reign by the death of the greateſt nobleman in the kingdom, who had been condemned by an unjuſt and tyrannical ſentence.

After this narrow eſcape, the duke of Norfolk's life was ſome years prolonged; he was, however, continued in his confinement in the Tower, during the whole reign of king Edward VI. But on the acceſſion of queen Mary, he was ſet at liberty, and his attainder taken off. He ſoon after commanded a body of troops, which were ſent to ſuppreſs the inſurrection of Sir Thomas Wyat. But he died, in an advanced age, in the beginning of queen Mary's reign.

He was a brave and experienced admiral, an able general, and a great ſtateſman. But he was a great enemy to the reformation, and to all who promoted it. He was

twice married; firſt to the lady Anne, daughter of king Edward IV. by whom he had iſſue only one ſon, Thomas, who died young. His ſecond wife was Elizabeth, daughter of Edward, duke of Buckingham; by whom he had iſſue two ſons, Henry, earl of Surrey, who was beheaded in his life-time; and another named Thomas, afterwards created viſcount Howard of Bindon. He had alſo by the ſame lady one daughter, named Mary, who was married to Henry Fitzroy, duke of Richmond, natural ſon to king Henry VIII.

THE

THE LIFE OF CHARLES HOWARD.

CHARLES HOWARD, who was an able ſtateſman, and experienced ſeaman, was the ſon of lord William Howard, baron of Effingham, and was born in 1536. He ſerved under his father, who was lord high-admiral of England, till the acceſſion of queen Elizabeth, by whom he was ſent, in 1559, into France, to compliment Charles IX. who had juſt aſcended the throne. In 1568, he was appointed general of the horſe in the expedition made by the earl of Warwick againſt the earls of Northumberland and Weſtmoreland, and was very active in cruſhing that rebellion. In 1569, he commanded a ſquadron of men of war, appointed to eſcort Anne of Auſtria, daughter to the emperor Maximilian, to the coaſt of Spain. In 1571, he was choſen knight of the ſhire for the county of Surrey, and, in January 1573, he ſucceeded his

his father in his title and eſtate; after which he ſucceſſively became chamberlain of the houſhold, and knight of the garter; and in 1585, was appointed lord high-admiral, at that critical juncture, when the Spaniards were ſending their Armada, in their opinion, to the aſſured conqueſt of this kingdom. When he received intelligence of the approach of the Spaniſh fleet, and ſaw of how much conſequence it was to get out the few ſhips that were ready at Plymouth, he not only gave orders in every thing himſelf, but wrought alſo with his own hands, and the firſt night left the port with ſix ſhips, and the next morning, though he had only thirty ſail, and thoſe the ſmalleſt of the fleet, he attacked the Spaniſh navy, but firſt diſpatched his brother-in-law, Sir Edward Hobby, to the queen, to deſire her to make the proper diſpoſition of her land-forces for the ſecurity of the coaſt, and to haſten as many ſhips as poſſible to his aſſiſtance. His valour was conſpicuouſly diſplayed in his repeated attacks of a ſuperior enemy; the coolneſs of his temper

per was no leſs conſpicuous; and it was owing to his magnanimity and prudence, that the victory was ſo great. The queen expreſſed her ſenſe of his merit in the moſt honourable terms, and granted him a penſion for life. In 1596, he commanded in chief at ſea, as the earl of Eſſex did by land, the forces ſent againſt Spain, when his prudence and moderation were among the principal cauſes of the ſucceſs the Engliſh met with in that great and glorious enterprize; upon his return, therefore, the next year he was advanced to the dignity of earl of Nottingham; and to this mark of favour the queen ſoon after added another, by making him juſtice itinerant of all the foreſts ſouth of Trent; but ſoon after, the earl of Eſſex obtaining the poſt of earl-marſhal, which gave him precedence over the earl of Nottingham, his lordſhip reſigned his white ſtaff. It was not long before the queen recalled and reſtored him to her favour; and the next eminent ſervice in which his lordſhip engaged, was, in 1599, when the Spaniards ſeemed to meditate a new in-

vaſion.

vaſion. Her majeſty, who always placed her ſafety in being too expeditious for her enemies, drew together, in a fortnight's time, ſuch a fleet and ſuch an army, as took away all appearance of ſucceſs from her foreign and domeſtic enemies; and ſhe gave the earl the ſole and ſupreme command of both the fleet and army, with the title of lord lieutenant general of all England, an office unknown to ſucceeding times.

After the queen's death, he provided with all poſſible prudence for the peaceable coming in of James I. by cauſing an handſome ſquadron to be ſtationed in the Downs during the queen's illneſs. Upon the acceſſion of king James, he not only retained his great office, but was choſen to officiate as lord high ſteward at the coronation. Soon after, he went ambaſſador to the court of Spain. He afterwards attended the lady Elizabeth when ſhe was married to the elector Palatine, and, as lord admiral, eſcorted her with a ſquadron of the royal navy to Fluſhing. This was the laſt ſervice he did his country in that

that capacity; for, being old, and grown very infirm, he reſigned his office, and ſpent the remainder of his life in eaſe and retirement. He died the 14th of December, 1624, in the eighty-ſeventh year of his age.

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